

# AUTOCAR

FIRST FOR CAR NEWS AND REVIEW

## NEW VOLVO XC90



Full road test  
'A genuine rival to the Range Rover'

## £30K SHOOTOUT

# NEW TYPE R VS RIVALS

## Hottest-ever Civic battles world's best hot hatches



Three exceptional cars  
but one standout winner



OFFICIAL



**Alpine is back (again)**  
Renault's new £50k sports car

FIRST LOOK



**New BMW 7 Series**  
Radical tech to fight S-Class

DRIVEN



**Iconic Dino reassessed**  
What new Ferrari must live up to





Official fuel consumption figures for the all-new Audi RS 3 Sportback in mpg (l/100km) from: Urban 24.8 (11.4) – 25.2 (11.2), for comparative purposes and may not reflect real driving results. Optional wheels may affect emissions and fuel consumption



A red Audi RS 3 Sportback is shown from the front, positioned in a dark tunnel. The car's headlights are on, and its license plate reads 'B71 TCC'. It is being pulled by a cable system that extends into the distance. The tunnel's interior is made of curved, ribbed concrete, and several bright lights are mounted along the top of the walls, creating a dramatic, high-contrast scene.

**Audi Sport**

**The all-new  
Audi RS 3 Sportback.  
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See what happens when you unleash  
an RS 3 Sportback. Search RS3.

Extra Urban 43.5 (6.5) – 44.8 (6.3), Combined 34.0 (8.3) – 34.9 (8.1), CO<sub>2</sub> emissions 194 – 189g/km. Standard EU test figures  
figures. Image for illustrative purposes only, includes optional extras.





# New Hyundai i40

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Fuel consumption in MPG (l/100km) for New i40 range: Urban 50.4 (5.6) – 58.9 (4.8), Extra Urban 61.4 (4.6) – 74.3 comparative purposes and may not reflect all driving results. Model shown: New i40 Tourer Premium 1.7 CRDi 141PS Blue Drive manual with solid paint. 5 Year Unlimited Mileage Warranty terms and exclusions apply. Visit [www.hyundai.co.uk/owning](http://www.hyundai.co.uk/owning) or ask your local dealer.





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(3.8), Combined 56.5 (5.0) – 67.3 (4.2), CO<sub>2</sub> Emissions 129 – 110g/km. These official EU test figures are to be used as a guide for manual with optional Visibility Pack at £28,475 OTR including Sleek Silver metallic paint at £530. \*On the road price of £19,600 applies to New i40 saloon S 1.7 CRDi 115PS Blue Drive



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panda



fiat.co.uk

Fuel consumption for the Fiat Panda range in mpg (l/100km): Urban 42.8 (6.6) – 60.1 (4.7); Extra Urban 61.4 (4.6) – 80.7 (3.5); Combined 55.4 (5.1) – 72.4 (3.9). CO<sub>2</sub> emissions 124 – 95 g/km. Fuel consumption and CO<sub>2</sub> figures based on standard EU tests for comparative purposes and may not reflect real driving results. \*Model shown is Fiat Panda Pop 1.2 5DR. †Fiat Panda Pop 1.2 5DR Customer Saving is included in offer price of £7,925 and represents a discount of £1,450 off the On the Road Price of £9,375. \*Model shown is Fiat Panda Easy+ 1.2 5DR. †Fiat Panda Easy+ 1.2 5DR Customer Saving is included in offer price of £9,275 and represents a discount of £1,300 off the On the Road Price of £10,575. Terms & Conditions apply. Retail customers only. Not available in conjunction with any other promotion. Fiat Deposit Contribution is only available in conjunction with Fiat i-Deal PCP. With Fiat i-Deal you have the option to return the vehicle and not pay the final payment, subject to the vehicle not having exceeded an agreed annual mileage (a charge of 6p per mile for exceeding 6,000 miles per annum in these examples) and being in good condition. Promotion available on Fiat Panda Pop 1.2 and Fiat Panda Easy+ 1.2 models ordered from 12th May until 30th June 2015. Promotions subject to status, a guarantee may be required. Promotions may be varied or withdrawn at any time without prior notification. Fiat Financial Services, PO Box 4465, Slough, Berkshire, SL1 0RW.



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COVER STORY

We try a Huracán without Lamborghini's controversial dynamic steering system



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COVER STORY



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'One imagines Volvo's modus operandi was: we want it to be the same, but better'

Nic Cackett, p54



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Jimmy McRae teaches Mark Tisshaw how to drive a rally car



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**PureTech** PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in MPG (l/100km) and CO<sub>2</sub> emissions (g/km) for the 2008 Range are: Urban 32.1 – 68.9 (8.8 – 4.1), Extra Urban 54.3 – 85.6 (5.2 – 3.3), Combined 43.5 – 78.5 (6.5 – 3.6) and CO<sub>2</sub> 150 – 95 (g/km).

MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. \*Representative 4.9% APR over 37 months. Terms and conditions apply, participating dealers only or visit peugeot.co.uk. Peugeot Motor Company PLC is acting as a credit broker and is not a lender. To finance your purchase we will only introduce you to Peugeot Financial Services, the exclusive provider of Just Add Fuel. A guarantee may be required. Finance provided by and written quotations available from PSA Finance UK Ltd t/a Peugeot Financial Services, Quadrant House, Princess Way, Redhill, RH1 1QA. Excess mileage charges may apply. \*The first year Road Fund Licence (RFL) is included in the on the road price. The Dealer will provide customers with a cheque equivalent to twice the current RFL cost. The customer must apply for years 2 & 3 RFL. Just Add Fuel (JAF) is subject to status. \*Minimum age 21, 25 or 30 on selected models, maximum age 75. Policyholder must have a minimum of 2 years NCD to use on the vehicle. All drivers must meet eligibility criteria including minimum 2 years' full UK licence, driving convictions/claims limits. Excesses apply. 3 years motor insurance is provided and underwritten by U.K. Insurance Limited, which is authorised by the Prudential Regulation Authority and regulated by the Financial Conduct Authority and the Prudential Regulation Authority. Payments will vary according to age, post code and annual mileage. The costs of insurance, servicing and Roadside Assistance are included within the monthly cost of JAF Passport, but are provided on a monthly pay-as-you-go basis and can be cancelled at any time without penalty or affecting the remainder of the JAF Passport contract. Routine servicing included only. Excludes wear parts. This offer is not available in Northern Ireland. All offers available on qualifying vehicles ordered and registered between 01/04/15 and 30/06/15 or until such time as they may be withdrawn by Peugeot at its complete discretion. Information correct at time of going to press.

**PEUGEOT 2008**

**MOTION & EMOTION**



**PEUGEOT**



## AUTOCAR

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**THIS WEEK'S TOP FIVE**

### NEWS

#### Goodwood Festival of Speed

Latest news and who and what are on show



### NEWS

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Official details on Bentley's first SUV



### FEATURE

#### JLR tech showcase

We look at Land Rover's pothole-taming tech



### NEWS

#### Vauxhall Astra

Prices, specs and more on the new family hatch



### PREVIEW

#### Mercedes GLC

First details on Merc's new BMW X3 rival



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# Why F1 should worry about its future

**NEWS THAT BMW** is considering a Le Mans assault, plus Ford's confirmation that it is coming back to endurance sportscar racing, should cause furrowed brows in Formula 1.

Together, the FIA and ACO, who set the endurance racing rules, have come up with an appealing set of regulations that achieve the almost impossible, by moderating performance and controlling costs but leaving enough room for hybrid-focused engineering innovation that's relevant to manufacturers' road car development.

In contrast, it seems that F1 is in danger of meandering semi-consciously into a stagnant funk. It isn't Mercedes' fault for dominating, but the sport is lacking the multi-faceted interest that's essential to maintain widespread interest.

The engineering isn't as interesting as it could be because teams hide it all away, while one-dimensional drivers are micro-managed by PR handlers. In terms of action and

strategy, there's no longer scope for moments of inspiration. When drivers are told to lift and coast rather than drive faster, something is wrong. If F1 wants to remain as the pinnacle of motorsport, it needs to act.



**MATT BURT** HEAD OF CONTENT

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# THIS WEEK

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**AUTOCAR  
IMAGE**



## BMW plots hydrogen car

■ Firm's first fuel cell EV likely to be next-gen i3 variant ■ Technology developed with Toyota

**B**MW is set to launch a hydrogen-powered fuel cell car for production in 2020. It is expected the new vehicle will sit under the manufacturer's i brand banner and be supported by a headline-grabbing Le Mans racing project.

The car maker has not confirmed what form the car will take, but it is expected to sit alongside the i3 hatchback and i8 sports car models.

Speculation suggests that the all-new BMW i5 four-door saloon – a Tesla Model S rival – may be engineered for compatibility with hydrogen fuel cell technology. However,

insiders are hinting that the technology will make its debut with the launch of the second-generation i3, which is likely to be sold in extended-range EV, battery electric and hydrogen fuel cell applications.

BMW signed a joint venture deal with Toyota in late 2011 to co-develop a fuel cell vehicle platform for launch in 2020, covering shared development of a fuel cell stack system, hydrogen tank design, electric motor and supporting battery systems.

The company is testing its fuel cell technology using modified 5 Series GTs. However, it is known that

the weight of the hydrogen tank and ancillaries means that BMW is likely to adopt the lightweight construction techniques it has pioneered on its i-brand cars, in order to deliver the dynamic qualities for which it is famous.

With initial sales expected to focus on China and the US, where the uptake of cutting-edge powertrain technology is most encouraged and subsidised by governing authorities, a more traditional small car silhouette is said to be favoured over a more globally appealing SUV style.

Both the Toyota Mirai and Hyundai ix35 are set to go on

sale this year as hydrogen-powered production cars. However, BMW is reported to be more interested in maintaining its reputation among premium car makers for bringing new technology to market than leading outright before there is sufficient customer interest to recoup its investment.

That said, the firm is reported to be interested in investing heavily to promote the new technology and gain customer acceptance well ahead of the car's launch, just as it did in the multi-year build-up to the arrival of the i3 and the i brand as a whole.

As such, the mooted Le Mans programme could begin as early as 2018.

Asked about a Le Mans return, Klaus Fröhlich, head of research and development at BMW, told Autocar: "Never say never. We have some kind of history there."

It is not clear whether BMW would enter the car at Le Mans in an established class, or as an experimental vehicle in the non-competitive Garage 56 category that has included Nissan's electrically assisted DeltaWing and ZEOD racers in recent years.

While the Le Mans 24 Hours organisers have traditionally





# for 2020

## Supported by Le Mans entry in 2018

been open to adapting the rules to fit new technology, and a top-line LMP1 entry would potentially pitch BMW against rivals including Audi and Porsche, it would also be a risky strategy for the firm to pitch itself against more established race teams. It could also put BMW in direct competition with its joint venture partner, Toyota.

Instead, with the project driven by a desire to gain marketing credibility for the technology, the Garage 56 entry may be seen as a way of entering the race and raising awareness, without being judged against rivals.

This strategy has been particularly effective for Nissan, which has enhanced its reputation as a leader in electric vehicle technology through prototype racing, without scoring a front-running result. It also opens up the opportunity for the race car to showcase the powertrain technology without needing to have a direct visual link to the production car.

BMW took its sole victory at Le Mans in 1999, running the BMW V12 LMR Le Mans prototype that was built in conjunction with the Williams Formula 1 team.

**GREG KABLE**

### Could a hydrogen fuel cell racing car work?

THE SIMPLE ANSWER is, it already has. Aston Martin fielded a hybrid hydrogen Rapide S in the Nürburgring 24 Hours in 2013. The car lapped the track using hydrogen power alone, both in qualifying and in the race.

It refuelled its hydrogen tanks from a special filling station at the entrance to the pit lane, before entering the Aston pit area for a more conventional stop.

Whether hydrogen technology can be competitive at Le Mans is a moot point. The hardware changes needed to adapt the Rapide to run on hydrogen and petrol added about 80kg to the car's weight, and it lost about 50-60bhp of its power when running on pure hydrogen compared with its petrol engine. On the plus side, the car was able to run

longer in each race stint than conventionally powered cars.

If BMW does go ahead with fielding a hydrogen car, it points towards an entry in the experimental and non-competitive Garage 56 category at Le Mans to give

it sufficient time to hone its concept and the technology.

A hydrogen fuel cell racing project could certainly boost interest in the technology and offer the emerging market for hydrogen road cars a significant leg up. **MB**







# Alpine celebrates with new

Mid-engined Alpine Celebration previews the reborn sports car brand's planned comeback next year with

**T**his is the best indication yet of what Alpine's new sports car will look like when it arrives in showrooms next year.

Unveiled at last weekend's Le Mans 24 Hours and officially called the Alpine Celebration, the concept car was present at La Sarthe ostensibly to support the entry of an Alpine-backed contender in the LMP2 category of the endurance classic.

However, it also serves to show how Renault, Alpine's owner, plans to return the sports car brand to the market in 2016.

The Alpine Celebration bears strong resemblances to Alpines of old, most notably the A110 Berlinetta which has clearly influenced the new car's

scalloped bonnet and twin spotlights mounted high on the front bumper. The rear is more contemporary, although there are clear references to the A110 in the way the shoulder line tapers away beyond the rear wheels, not to mention the blue and orange paint scheme.

Alpine design boss Antony Villain said: "We envisaged the Alpine Celebration show car as the crowning glory of six decades of Alpine style and motor racing. But we wanted to go even further by reaching out to a much broader audience."

Renault has not released any mechanical information about the concept beyond confirming its mid-engined layout. However, the Alpine Celebration is understood to be the logical offspring of the work

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PICTURES  
ALPINE



started in 2012 between Alpine and Caterham. That project was dissolved when Renault bought back the British sports car brand's stake last year. At the time, Renault said it would continue using the technology developed by the two firms. The Celebration is said to use the project's platform and construction principles.

The most recent Alpine concept, 2012's A110-50, featured the V6 engine from a Renault Mégane Trophy race car. However, it is understood that the production version of the Celebration – spied testing at the Nordschleife under a modified Lotus body – will adhere more closely to the A110's tradition of modest

power outputs and light weight by featuring a four-cylinder petrol engine driving the rear wheels. An output of around 250bhp has been mooted, so the 2.0-litre unit from the Mégane RS 275 is more likely to feature instead of the 1.6 from the Clio RS 200.

Controversially, a dual-clutch automatic transmission





# show car

a £50k successor to the iconic A110



JIM HOLDER

## What's the point of Alpine?



DOES THE WORLD need another £50,000 sports car? Or, indeed, one that harks back to a brand and an era both long forgotten by all but the most hardy aficionados?

Renault has obviously concluded it does, although the slow and wayward rebirth of the Alpine brand has given it enough headaches to suggest it may have questioned the wisdom of its original decision many times.

The rebirth of Alpine was the brainchild of the company's now-departed boss, Carlos Tavares, who left Renault for Peugeot in a hurry after a public falling out with overall boss Carlos Ghosn. It is intended to hook into a strong home passion for the Alpine brand and the wider world's increasingly strong love affair with cars that have an authentic link to history, as well as teasing an opening into the potentially lucrative premium market for Renault.

Of course, the production car was only given the go-ahead because of a tie-in with Caterham that has since dissolved. Even Tavares admitted that co-developing the car was the only way the project had any hope of breaking even. With that lifeline now gone midway through the development cycle, many extra costs must have been incurred. Little wonder, then, that Ghosn's subsequent pronouncements on Alpine have failed to project fulsome enthusiasm.

However, as we edge closer to the car's launch in production form, perhaps we should just be grateful for Renault and Alpine's joint perseverance. True, the world may not need another £50k sports car, but that doesn't stop us wanting one, especially when it is developed by a company with the experience and performance know-how of Renaultsport and its associated cohorts.

is considered more likely than a manual gearbox.

The A110 successor is seen by senior Renault officials as a crucial way of 're-legitimising' the Alpine name and opening up the potential for a wider range of models.

Renault design boss Laurens van den Acker said: "The challenge is to somehow fill this gap of more than 20 years and do a product that is believable. The car really needs to create the foundation of Alpine. We need to create the [Porsche] 911 of Alpine. If we do that properly, then we can consider cars like the Panamera."

Alpine boss Bernard Ollivier said a definite date has not yet been set for the car's launch. "I have a big challenge; I have only one shot," he said. "It has

to be perfect and if I need six months, even one year more, I will take it."

The Alpine Celebration concept is due to make a public appearance at the Goodwood Festival of Speed later this month, as well as at an Alpine classic reunion in Dieppe in September. The reaction at these events, and from Le Mans, will be assessed. Ollivier said the car would not be a copy of existing brands, though. "If we copy Lotus or Porsche, why will we succeed? It's possible we will succeed because our car is different," he said.

The production Alpine is expected to sell for about £50,000 as Renault attempts to pitch it well beyond the level of any of its existing products.

**JOHN McILROY**







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OFFICIAL PICTURES 

# Ford GT given race pedigree

New supercar shares much with the race car version that will compete at the 2016 Le Mans 24 Hours

**T**he new Ford GT will be "as close as possible to a GT racing car that can be driven on the road", the company's top brass have revealed after confirming that the new flagship supercar will compete at Le Mans next year.

In announcing an endurance racing comeback, Ford also revealed that the new GT has been designed from the outset with both race and road use in mind and that the two versions share a large amount of commonality in design and components. This, Ford said, will bestow the 600bhp-plus GT with particularly engaging on-road dynamics.

Ford's chief technical officer, Raj Nair, said: "If you look underneath it, you'll find

that this design of the race car is very common with the road car, which isn't always true with a GT car. The road car is pretty maxed out. We've got very high expectations for it in terms of the power-to-weight ratio, downforce and low drag, so it's going to be an extremely capable vehicle."

Ford hasn't been shy about communicating the track pedigree of the carbonfibre-bodied GT since the road-going version was unveiled at the Detroit motor show at the start of this year.

The £240,000 road car was developed in collaboration with Multimatic Motorsports, a Canadian racing team that's also part of Ford's road car supply chain.

The twin-turbo 3.5-litre EcoBoost V6 that powers the GT has spent two years being developed in Daytona Prototype racing cars competing in the US-based Rolex Sports Car Series.

Nair said: "Some of the components that we've had on the Daytona Prototype over these last two seasons have been test parts for the 2017-model-year [MY17] production engine. We'll be modifying the MY17 engine based on some of those learnings."

In some aspects, the road GT is even more extreme than the racing version. For example, endurance racing regulations don't permit the GT's new three-stage active rear aero system to be used in competition, so a fixed rear wing has to be used instead.

"It's pretty difficult to put an actual percentage on what's the same, because there are some aspects of the [racing] rules that force change. But the majority of the structure, body panels and suspension – less the alterations for travel – is all common," said Nair.

MATT BURT



Road-going GT will go on sale in late 2016 for about £240k

## Carbonfibre: GT now, Ford mainstream later

FORD IS EXAMINING ways to incorporate the carbonfibre technology and other lightweight technology showcased on the new GT into its range of mainstream cars.

The company is working closely with carbonfibre specialist DowAksa on ways of bringing down the costs of production processes and the raw material from which carbonfibre is created.

"The carbonfibre that you see on the GT is probably a predecessor of an increased use of carbonfibre in mainstream vehicles," said Ford's chief

technical officer, Raj Nair. "Certainly, cost is the challenge right now, but we're working on it."

"Going forward, because of fuel economy requirements, lightweight technology is going to be increasingly important, so you're going to see more deployment of lightweight and fuel efficiency technologies."

Nair highlighted the example of the current F-150 pick-up, which incorporates lessons in aluminium body structures first used on the previous GT in 2005.



GT race car is forced to use a fixed wing; road car's is an active one

## HONDA ACCORD DITCHED IN UK

The Honda Accord has been axed in the UK. Citing a reduced market demand for the Accord in this country, Honda said it is "focusing on what the customer wants, which is the C-segment, crossover and SUV market".



## HOT JUKE A 'SUPERCAR BEATER'

The Nissan Juke-R Nismo will be unveiled at the Goodwood Festival of Speed. There are few details on the car beyond the teaser image here, but Nissan claims the new version is "supercar beating" and says it is destined for production.





New 7 Series offers the option of four-wheel drive and four-wheel steer



OFFICIAL PICTURES 

# New 7 Series aims to beat

BMW's sixth-gen luxury saloon features revolutionary construction and in-car tech; on sale in October

**B**MW has renewed its assault on the luxury class with an advanced sixth-generation 7 Series to rival Mercedes-Benz's S-Class.

Set to go on sale in the UK in October, the thoroughly re-engineered saloon has shed up to 130kg compared with its predecessor through the use of a new construction process that features carbonfibre in load-bearing areas.

At 5098mm long, 1902mm wide and 1478mm high, the new 7 Series is 19mm longer and 7mm higher than before in standard form but the same width. The long-wheelbase model adds 139mm to the standard car's length, making it 18mm longer than the car it replaces, at 5238mm. Both variants share the same wheelbase as the outgoing models, at 3070mm and 3210mm respectively.

Among the external changes are a revised grille, larger LED headlights, a new front bumper with LED foglights and a more heavily contoured bonnet. The rear is distinguished by a high-set boot, L-shaped tail-lights and new tailpipes, while the rear window is slightly more raked than before to give the car a sleeker profile.

Highlights of the cabin include new digital instrument graphics, a redesigned steering wheel and new front seats with ventilation and massage functions. There is also night vision, a glass roof with six switchable colours and inductive phone charging. A new, fifth-generation iDrive system features touchpad and touchscreen functions as part of an optional Navigation System Professional.

The 7 Series will be launched with a choice of two engines,

both mated to an eight-speed automatic gearbox. The volume seller is expected to be the 730d, which uses a new 3.0-litre six-cylinder turbodiesel that develops 261bhp and 457lb ft to provide a 0-62mph time of 5.8sec and a 155mph top speed, along with 62.8mpg combined fuel economy and a CO<sub>2</sub> output of 119g/km.

A new turbocharged 3.0-litre six-cylinder petrol engine powers the 740i. With 321bhp and 332lb ft, it gives a 0-62mph time of 5.5sec and a 155mph top speed, with combined economy of 42.8mpg and 154g/km of CO<sub>2</sub>.

From next year, a new 740e model will be offered with a plug-in hybrid petrol-electric powertrain that uses a turbocharged 2.0-litre petrol engine and an electric motor to produce a combined 321bhp. In electric mode, it is said to



BMW's new saloon uses a part-carbonfibre composite structure



A more steeply raked rear window helps to give a sleeker profile





# S-Class



A raft of new tech includes gesture control for the iDrive system and an autonomous parking function



As before, there's a choice of standard and long wheelbases, with a difference of 139mm in length

provide a range of up to 25 miles at speeds of up to 75mph.

A twin-turbo 4.4-litre petrol V8 will also appear next year in the range-topping 750i xDrive. A twin-turbo V12 is set to join the range later.

All versions are rear-wheel drive as standard. However, the standard 730d and the 740e can be ordered with four-wheel drive, which adds 70kg.

A revised suspension system uses air springs front and rear to provide continuously variable damping, automatic self-levelling and the ability to alter the ride height on the go. Optional electro-hydraulic roll bars are available as part of an Executive Drive Pro function on all but the 740i and 740e. They replace the old hydraulically operated roll bars for better ride comfort and reduced body roll. Perfect 50/50 front/rear weight distribution is claimed,

as is a lower centre of gravity.

Four-wheel steering will be offered as an option on both rear and four-wheel-drive models. It provides up to 3deg of rear-wheel countersteer for added manoeuvrability around town, or 2deg of parallel steer for greater agility at speed.

In what is billed as a world first, the new 7 Series is capable of parking itself without the need for a driver to be in the car. The Remote Control Parking function uses a stereo camera mounted within the windscreen and radar sensors to allow parking manoeuvres at the press of a button on the digital key fob.

The new 7 Series is priced from £64,530 for the standard-wheelbase 730d. The petrol range starts at £72,060. Long-wheelbase models cost an extra £3950.

**GREG KABLE**



**MARK TISSHAW**

## A big step forward in technological terms

THE REAL SIGNIFICANCE of a technological marvel such as the new BMW 7 Series is what it will mean for volume models such as the 3 Series. New BMW boss Harald Krüger described the upcoming 7 Series as "a window into the future of BMW" at the car's unveiling last week.

That future is, of course, a high-tech one, and of most significance is the new car's construction. In a world first in a volume model like the 7 Series, BMW has bonded carbonfibre into load-bearing parts of the structure, significantly improving rigidity and also helping to reduce weight dramatically and thus improve fuel economy.

The 7 Series also marks a revolution in the way we control interior functions. Its new iDrive system uses gesture controls that allow drivers to keep their eyes on the road; it's a safer solution than touchscreens,

which can take time to operate as you find what you're looking for and line up a finger.

There's another revolution in parking. You can get out of the new 7 Series and it will park itself in tight spots.

Spare a thought for the occupants of the car you've squeezed next to, though. How will they get back into their vehicle?







## A NEW BEGINNING

INTRODUCING  
THE ALL-NEW **VOLVO XC90**  
MADE BY SWEDEN

BOOK YOUR TEST DRIVE  
AT **VOLVOCARS.CO.UK**



Official fuel consumption for the all-new Volvo XC90 in MPG (l/100km) ranges from: Urban 28.8 (9.8) – 45.6 (6.2), Extra Urban 40.4 (7.9) – 52.3 (5.4), Combined 35.3 (8.0) – 134.5 (2.1). CO<sub>2</sub> Emissions range from 186 – 49g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results.





# New Audi A4's debut looms

Saloon to be revealed later this month; four more bodystyles due by end of 2016

A whole suite of new Audi A4 models are already in the latter stages of development ahead of the new saloon's expected unveiling later this month.

The next-generation A4 range will mirror the current line-up for bodystyles. First to



appear will be the new saloon, which will be followed by the Avant spied here.

The A5 two-door coupé is pencilled in for an autumn unveiling before it goes on sale in 2016, a year in which the A5 cabriolet and A5 Sportback will make their debuts.

S4 and S5 versions are also planned, and an RS4 model is again in development as an estate only.

The saloon and estate will be seen in public at the Frankfurt motor show in September after the late June reveal. Autocar understands the new A5 coupé,

which, insiders say, has "sports car styling", will join them at the Frankfurt show.

They will be underpinned by a new aluminium and steel MLB platform, which is lighter and more adaptable than today's structure and enables roomier interiors. It will accommodate models as compact as the A5 and as large as the Q7.

The engine range for the new A4 will include 1.4, 1.8 and 2.0-litre turbo petrol four-cylinder units. The 2.0 is all new and is a 187bhp, 236lb ft unit returning 56.5mpg combined economy in prototype form.

Four-cylinder turbodiesels will be offered and include sub-100g/km versions. There will also be petrol and diesel 3.0-litre V6s and petrol-electric and diesel-electric plug-in hybrids.

Six-speed manual or nine-speed automatic transmissions will be offered alongside standard front-wheel drive and optional quattro all-wheel drive.

Inside, the big news will be the adoption of Audi's digital dashboard, as seen on the latest TT and Q7. **MARK TISSHAW**

## Confidential

THE NEXT TOYOTA Avensis will be unveiled in around 2018. Officials say the current generation, which has just received its second facelift, has "around three years" left in its lifecycle.

M VISIONS OF the X3 and X4 are still being considered, according to BMW M boss Frank van Meel. "There is a huge market for the X3 and X4, but we have to see if there's a big market for an M model," he said. "We are still working on it."

MERCEDES-BENZ'S GLC SUV has a different torque split in right-hand drive because of constrictions on the size of differential that could be fitted without fouling the steering column. Left-hookers have a 45/55 split (front to rear) and UK ones 31/69. Senior sources suggest the UK spec could be better to drive as a result.



HONDA'S SWINDON engine plant has developed and patented a robotised method of fitting valve seats and guides to cylinder heads. The system is being introduced at other Honda engine plants and is being offered for sale to other manufacturers.

BENTLEY'S FUTURE IS all-wheel drive, for now. Paul Jones, director of product management and development, said: "With the Continental GT3 R, we took a close look at two-wheel drive and after lots of testing decided that the four-wheel drive system and torque vectoring was so good that it [RWD] wasn't needed. We'll consider it again for the new Continental, but we're so pleased with the way GT3 R has gone that we're happy to stick with four-wheel drive."

## Future for manual M cars 'not bright'

BMW M CARS could become automatic only and are unlikely to get more than 600bhp.

BMW M boss Frank van Meel says competition between the DCT dual-clutch and automatic gearboxes is good for the brand and both "boxes have a future."

However, manual gearboxes could become a thing of the past for M cars because of declining sales figures.

Van Meel said: "From a technical standpoint, the future doesn't look bright for manual gearboxes. The DCT and auto

'boxes are faster and they have better fuel consumption. It's difficult to say we'll stick to the manual, but we still have a big fan community for manuals and we are not going to take away something the customer wants to have."

Van Meel also said 600bhp is the current limit of an M car's capability. "For now, 600bhp is the most you can get in an M car," he said. "We're at the limit. If you go on adding more horsepower and torque, it'd probably be over the limits."



### ASTRA TO COST FROM £15,295

Vauxhall has confirmed pricing for the new Astra hatchback. A Design model with the 99bhp 1.4-litre engine will cost £15,295, about £1500 less than the model it replaces. It will appear in UK showrooms in November.



### SOFT-TOP FOR NEW ROLLS DAWN

The Rolls-Royce Dawn convertible will have a soft-top roof, as the latest, and most revealing yet, spy shots confirm. The Dawn is an open-top version of the Wraith coupé and will go on sale in the first quarter of next year.





# #SS15 DEEP BLUE SEA



**FORD FIESTA**

Official fuel consumption figures in mpg (l/100km) for the Ford Fiesta range: urban 33.6-76.4 (8.4-3.7), extra urban 58.9-91.1 (4.8-3.1), combined 47.9-85.6 (5.9-3.3). Official CO<sub>2</sub> emissions 138-85g/km.

The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience.

**[ford.co.uk/fiesta](http://ford.co.uk/fiesta)**



**Go Further**



Autocar's Ferrari FF took part in the Supercar category



# Pageant of Power wows fans

Cholmondeley's annual festival drew star cars, planes, bikes and watercraft for three days of spectacle

**T**he fastest course time at the 2015 Cholmondeley Pageant of Power was set by Gary Thomas in a 2005 Force PC, with 58.34sec.

Niki Faulkner in an Ariel Atom 3.5R claimed second place, with 59.73sec. Robbie Kerr was third, achieving 60.09sec in a Radical RXC V8. Kerr's course record of 55.29sec, set in a Radical SR8 RX in 2013, still stands.

The weather remained mostly dry over the weekend, although the event's final run took place under light rain and treacherous conditions.

Over the three-day event, celebrating 'power on land, air and water', an array of historic Formula 1 cars, Group B rally cars and high-performance machinery were on display and put through their paces on the 1.2-mile sprint course.

Autocar's Ferrari FF long-term test car was present and tackled the Supercar category.

There were seven categories in total: classic pre-war, Lotus, rally, pre-1966 sports racing and touring cars, supercar and track day, post-1966 sports racing and touring, historic F1 and single-seaters.

The concours celebrated Lotus on Friday, American muscle cars on Saturday and 1980s supercars on Sunday.

Twelve-time world motorcycle trials champion Dougie Lampkin made his Pageant of Power debut, entertaining crowds with his skills on two wheels.

Other attractions included air displays of the Avro Vulcan and Eurofighter Typhoon, jet-ski racing and the Land Rover off-road experience.

**AARON SMITH**



Lotus cars were the subject of the Friday concours



Racing cars from all eras burned rubber up the 1.2-mile course and trials bike champ Lampkin showed off his skills; one of the stars was a Camel Lotus 102 V12 F1 car from 1990





# Mini 'fighting' for Superleggera

Sports car concept still has a shot at production, but BMW needs to make the business case add up

**M**ini is working on a business case to put its acclaimed Superleggera concept into production.

The car was revealed in May last year at the Ville d'Este Concours d'Elegance and Peter Schwarzenbauer, BMW board member with responsibility for Mini, told Autocar there was a will to take it through to production.

"The Superleggera is a car we have all fallen in love with," he said. "We haven't given up on it and we are fighting for it. A decision will need to be made at

some point, so let's see how far we can go.

"It's all about the business case. We're not producing cars just to produce them. They have to be financially viable. We're not there yet with the Superleggera, but there's a desire to find a solution. We have put it out there, got reactions, have had the positive feedback and we're still working on it."

Schwarzenbauer said the Superleggera should not be seen as a future replacement for today's Coupé and Roadster

models, because it was an entirely different proposition.

"They don't compare. The Superleggera is a serious sports car. This is why we did the concept: to show how far you could stretch the Mini brand. It was something completely surprising."

Even if it doesn't make production, the concept will still have a significant impact on future Minis.

"There are several design topics you'll see in the future from the Superleggera. The interior is really reduced to

the max and this is something that fits in well at Mini. Look at the dash on a 1959 car: there's nothing on it," he said.

The next Mini production model will be the Clubman, which is due to be unveiled in Berlin later this month ahead of its appearance at the Goodwood Festival of Speed.

Schwarzenbauer said the model would stay true to last year's Clubman concept car, a radical departure from the current model. It features four conventional side doors, unlike the current 2+1 arrangement,

although the split tailgate will remain.

"The Clubman is the next big step in Mini's history. I think it's by far the best-looking Mini ever made, and it's also very practical. It will be the coolest kid on the block. The only thing it has in common with the current car is the split rear doors," he said.

The next Countryman will also mark a notable shift from today's model, because it will become a more authentic SUV in its second generation.

"The Countryman is

## Updates and new trim levels keep Jaguar XJ fresh

THE JAGUAR XJ has been tweaked for 2016, getting updated looks, multimedia system and steering and two new trim levels.

The visual updates include new LED headlights across the range, while new leather upholstery features inside.

The cabin has also been upgraded with Jaguar's latest InControl Touch Pro multimedia system.

A top-spec Autobiography trim level is now available on long-wheelbase models. It includes new 20in alloy wheels, quilted leather seats, illuminated stainless steel treadplates, individual rear seats and a bespoke rear entertainment system.

An R-Sport model is also new to the range. It receives minor

bodywork upgrades, including a rear spoiler, and sports seats and bespoke trim inside.

The XJ's 3.0-litre V6 diesel engine has been upgraded to produce 296bhp, along with a lower CO<sub>2</sub> output than before, at 149g/km.

The supercharged 5.0-litre V8 options remain the same as before, as does the 335bhp supercharged 3.0 petrol V6.

The XJ has been fitted with a new electric power steering system, which the company says "enhances Jaguar's reputation for unrivalled agility and responsiveness".

The new XJ range will go on sale from the autumn. Prices start at £58,960, with the R-Sport kicking off at £71,625 and Autobiography models at £80,250.



Autobiography trim level is available on long-wheelbase V6 diesel and supercharged 5.0 V8 XJ models



## UK ruled out for Mini's design HQ



MINI WILL CONTINUE to leverage its British heritage when evolving the brand in the future, although an oft-proposed British design studio is not planned, according to company chief Peter Schwarzenbauer.

"We use freelance designers in London, but the Mini headquarters will not be there. We already have an international

design team in Munich with all kinds of nationalities – so much so that the main language is English and you don't think you're in Germany when you go in there," he said.

Schwarzenbauer added that there were logistical reasons for keeping the design and engineering teams together: "The design team also has to be close to the tech people."

and will be very different from the Clubman," said Schwarzenbauer. "The Clubman is the cool kid and good looking. The Countryman is rougher and more an SUV. If we stay true to what we're doing and making our replacement cars radically different in style and character, you can guess where we're going [with the Countryman]."

Schwarzenbauer called the Clubman and Countryman two of the five "superheroes" of the Mini range. Five is his ideal range size, and one of the

other superheroes is the three-door/five-door hatch.

He wouldn't confirm the other two models in the future smaller range, but the Cabriolet is likely, given that test mules have been seen for it and Schwarzenbauer has called it a model in its own right, distinct from the hatch.

If a business case can be made for the Superleggera, it would be the fifth, surely spelling the end for future replacements for the Paceman, Coupé and Roadster.

**MARK TISSHAW**

## Tester's Notes

## Matt Prior



New Volvo XC90's suspension choices are causing a debate

There has been debate in the office about the Volvo XC90, whose road test you'll find on p54.

Specifically, we're torn about the relative merits of its different suspension options. I've driven the car on air springs and big wheels overseas, where I thought the ride was fine but also where the roads were relatively smooth. So, too, did one of my office colleagues.

Now, a few of us, me included, have driven the car without air springs in the UK and on smaller wheels. Thing is, that's where the ride wasn't fine. In fact, it was fairly ordinary.

A few of us have driven the car in the UK on air springs. But not me. And not my colleague who also drove it abroad.

Those who have and who tried the conventionally sprung UK car say that air improves the ride, but not by much. But this is perhaps because that particular XC90 rode on large rims, too, which could undo some of the

## Those who have tried the conventionally sprung UK XC90 say air springs improve the ride

good work that the air springs did in the first place. By how much? Who knows.

Could. Perhaps. Maybe. You begin to see the problem.

It's the sometimes unavoidable one we get when we first begin testing a new car. Schedules and logistics have conspired against us and we've been unable to get two XC90s of the same wheel size, but one riding on its steel/composite springs and one on air, in the same place at the same time, for a direct comparison.

Unfortunate but unavoidable

and, okay, this is not that big a deal. The XC90 is a good car and, for all we recommend, most buyers will tick a box that says '21in alloys' before one that says 'air springs', because the benefit of big wheels applies every time you look at it.

But it matters to us a bit, because it has given us a problem like we had during the early days of the current-generation Mercedes-Benz C-Class, which can be quite good or quite poor. Or the BMW 5 Series, which can be had with conventional dampers, or adaptive ones, or with adaptive dampers and adjustable anti-roll bars. It took a fair bit of phaffing before we could narrow down our recommendation. (I think we settled on suggesting you spec adaptive dampers but not roll bars. Forget dynamic steering. And pick smaller wheels.)

Anyway, it goes to make the XC90's precise specification hard to recommend to the absolute nth degree, and we like to be specific.

At more than two grand, it's not like air is a cheap option, but it's also not like many buyers will be writing out a bigger cheque to get it – more like adding a few quid a month to the finance agreement. Bottom line: the XC90 is, however marginally, more pleasing to drive with air suspension. And this is Autocar, so that's how we recommend you get one.



It took us a while to define the best BMW 5 Series suspension spec

## China's bold EV bid

CHINA HAS SET an ambitious target of putting one million hybrid and electric vehicles onto its roads by the end of the decade.

The current level of hybrid and electric vehicles in China stands at just 83,000, but manufacturers and officials are confident of

reaching the 2020 target, which extends to three million EVs by 2025.

Although bold, those targets have been scaled back from the original plan, which called for 500,000 new-energy vehicles in China by the end of this year and five million by 2020.

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A Week In Cars

# Steve Cropley

New Vauxhall Viva's fine steering recalls a distant ancestor



## MONDAY

How will the powers that be improve Formula 1? They won't, is the short answer. The single most depressing moment in the BBC's coverage of the recent Canadian GP was the exchange between commentator Eddie Jordan and Red Bull boss Christian Horner when the latter gave notice that new regs aimed at curing some of today's ills won't land until 2017.

Were it not the kind of gaffe he's so adept at sidestepping, Horner might as well have promised that today's patchwork of imbalances and flaws would be maintained right through this season and next, which is a dire prospect.

Years ago I knew a successful F1 engine designer, long since departed for greener pastures, who went to sleep every night imagining himself as a fuel-air molecule flowing through the latest engine, as a way of devising improvements. It strikes me that the same kind of boundary-free thinking is needed right across F1 – but the only bloke with attractive ideas is former FIA president Max Mosley, who departed the scene five years ago and isn't coming back. His successor, Jean Todt, doesn't even see a problem.

## F1's patchwork of imbalances and flaws will be maintained right through this season and next

## TUESDAY

I've been itching to get my hands on the new Vauxhall Viva, latest of the appealing crop of sub-B-segment triples populating our market. The original 1963 Viva HA had steering to die for, even if it was as raucous and gutless as all small cars back then.

Drove the latest £7995 Viva

SE 1.0 home last night and found it comfortable, refined and pleasingly quiet over suburban bumps. Add air-con and DAB to this spectacularly priced baby five-door (and lose the £545 metallic paint) and I reckon I could do every mile of my annual motoring in a car like this. Some testers wonder whether the Viva's sweet and quiet three-pot has enough oomph. Maybe I'm anchored too much in budget territory, but I reckon there's plenty. I'm especially impressed with the engine's strength at clutch-bite revs and its flexibility when drifting about town.

## THURSDAY

We're well into the swing of this year's Next Generation Award, Autocar's annual competition

We were writing about the Lotus Elise two years before it went into production



to encourage students and graduates to find careers in the motor industry. As usual, entrants are asked to come up with a unique industry-friendly idea and submit to judging by several panels of industry experts. The 2015 winner will collect a £9000 prize plus six months' work experience at six different car companies. Don't miss the inspirational story of last year's winner, Nicole Agba (p52). She's well into her work experience and loving every minute. Everything you need is on the web at [autocar.co.uk/nextgenerationaward](http://autocar.co.uk/nextgenerationaward).

## SATURDAY/SUNDAY

First weekend at home with my new (15-year-old) Lotus Elise. Had one before, same colour and about the same age, but this one's much better. The tyres are soft Yokos, the brakes are drilled discs, the dampers are Bilsteins

and the (sweet) engine has a sports exhaust and may well have been chipped, because it seems pokier than my previous standard 118bhp K-series. I'm delighted with its all-round capability, especially at the ultra-reasonable £10k price charged by my dealer mate Paul Matty, from whom I've bought six other Lotuses over the years.

The best thing of all about owning an early Elise again is the way it links into my life. I was writing scoop stories for these pages about 'the new Lotus Seven' two years before it appeared in production in 1996. I went to the press launch, got to know the designer (Julian Thomson, now at the top of Jaguar's greasy pole), participated in the first comparison tests and drove lots of miles in our first long-term. Now there's an S1 in my garage again, and it feels right.

## And another thing...

Spotted this Nissan Micra-based Figaro (average price £5k) in the street. A day later I saw several newer, healthier standard Micras sell at auction at £250 apiece. The car market can be a logic-free zone...



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@StvCr



# FIRST DRIVES

This week's new cars

## QUICK FACTS

PRICE £180,720  
ON SALE NOW



# Lamborghini Huracán LP610-4

10.6.15, Surrey Junior supercar shows what it can do with a conventional (better) steering set-up

**T**he Huracán became something of a trailblazer last year when Lamborghini launched it with an active variable-ratio power steering system, dubbed Lamborghini Dynamic Steering (LDS). Introduced on the larger Aventador, the set-up allows for particularly direct control over the front wheels at low speeds, with gentler directional responses at higher speeds to the benefit of handling stability.

It sounds simple enough and is maybe even appealing in principle, given that mid-engined sports cars have inherent high-speed stability challenges. But the execution has proved problematic. Our first two acquaintances with the Huracán have been of cars with LDS and on neither occasion have we found it capable of producing the predictability or feedback we expect of a near-£200k, 200mph driver's car.

Thankfully, LDS is an entirely discretionary addition to any Huracán order. So to find out how much better handling the V10 baby

Lambo is in passively steered form, we're finally testing a standard one.

As always, the Huracán is fast, loud, sharp and extroverted – about as impactful as it's possible for anything on four wheels to be. And although the standard steering set-up doesn't address all of the car's dynamic shortcomings, it certainly makes its handling cleaner and more coherent than it is with LDS.

Not that most Huracán owners will care. The car's bombastic styling is like high explosives next to the more conservative looks of its rivals. If you want your junior supercar to stop the traffic first and foremost, its abilities are unassailable.

Those wedgy looks don't come for free, though, and you'll find the cabin a tighter squeeze than those of its rivals if you're tall. The cockpit is expensively appointed and solidly built, with esoteric styling flourishes in generous supply. The driving position is good but not perfect, with restricted leg room for taller drivers.

The instruments, meanwhile, are all liquid crystal, with several

display modes on offer. Regrettably, though, there's no mode that displays both an analogue rev counter and an analogue speedo at equal legibility and prominence, alongside a fuel gauge and a temperature gauge.

Although it's seriously quick, the Huracán doesn't take off from middling revs with the rabid urgency of a McLaren 650S. But the quality of its performance more than makes

**The V10 engine feels wonderfully raw and unfettered, revving with savagery from 6000rpm onwards**



A Huracán exudes drama in its appearance, performance and quality of its V10 sound





Hexagonal shapes dominate the distinctively styled two-seat interior, which is well appointed and features a choice of LCD instrument layouts



Huracán understeers at the limit and its handling is capable rather than thrilling, although you might be too wowed by its V10 to really care much

up for it. The V10 engine feels wonderfully raw and unfettered, revving with feverous savagery from 6000rpm onwards and creating a sense of drama every bit as powerful as its 600 horses. The transmission is excellent, too. It's fast enough in its manual-mode paddle shifts to make you feel hard-wired into the driving experience by your synapses.

The handling isn't so exciting,

although it's quite accomplished. Directional response is slightly soft and cornering balance is stability-centric, with understeer presenting at the limit more often than not.

The magnetorheological adaptive dampers of our test car made for a fairly compliant ride in Strada mode and tauter body control in Sport and Corsa modes that isn't so firm as to make them unusable on the road.

And the steering? The Huracán's standard steering rack puts almost three full turns between locks, so it's unusually slow for a sports car. But it offers perceptible and useful feedback at out-of-town speeds and has good centre feel. Most important, it manages the trick that all good steering systems pull off but the LDS system fails on: it becomes invisible in tactile terms. It simply lets you ease cornering loads into the tyres precisely and instinctively, without thinking about it.

Even now, with new makers queueing up to launch six-figure exotics, supercardom doesn't offer another ownership experience quite like that of a Lamborghini. And the Huracán's sheer extravagance, visual antagonism and wonderful mechanical sincerity put it right up there with the very best Lamborghinis of all time.

But if you're going to buy one, buy one with this steering system – and wring every bit of precision and delicacy from it that's going.

**MATT SAUNDERS**



Driving position is short on leg room for the tall; standard steering is better than LDS



#### LAMBORGHINI HURACÁN LP610-4

Standard steering removes the biggest barrier to the enjoyment of this big-hearted junior supercar



<b>Price</b>	£180,720
<b>Engine</b>	V10, 5204cc, petrol
<b>Power</b>	602bhp at 8250rpm
<b>Torque</b>	413lb ft at 6500rpm
<b>Gearbox</b>	7-spd dual-clutch auto
<b>Kerb weight</b>	1422kg
<b>Top speed</b>	202mph
<b>0-62mph</b>	3.2sec
<b>Economy</b>	22.6mpg (combined)
<b>CO2/tax band</b>	290g/km, 37%



#### QUICK FACTS

PRICE £24,975  
ON SALE NOW



# Toyota Avensis Touring Sports

**10.6.15, Verbier, Switzerland** Extensive revamp and new diesel engines for Toyota's Mondeo rival

**M**uch like those before it, the third-generation Toyota Avensis built a reputation for being reliable, inexpensive to run, comfortable and cossetting. It was not an exciting car, but most buyers were just looking for practical, hassle-free, easy-going motoring.

The market has changed dramatically since the Mk3 Avensis arrived in 2009, with many buyers ditching mainstream D-segment models in favour of premium brands and SUVs. To get the Avensis back on buyers' radars, a host of upgrades have been carried out for this facelift. It has been restyled inside and out, quality has reputedly been improved and the trim levels and spec list have been given a thorough reworking.

Of more significance is the arrival of two BMW-sourced four-cylinder diesels. They offer lower emissions and better fuel economy than the outgoing Toyota units, as well as longer service intervals.

This new Avensis is smarter and more interesting to look at than before. Inside, upgrades such as a

new dashboard, redesigned seats and slick driver's display lift the mood. It's far more modern-looking and very comfortable, although more range to the steering column adjustment wouldn't go amiss.

Some details let it down, though, such as the hard plastic used for the door grab handles. There's also quite a lot of bluster from the A-pillars at speed, taking the edge off the otherwise impressive refinement.

The Avensis Touring Sports is still as practical as ever, with seating for five, lots of head and leg room and a vast load bay (543-1609 litres). A spacesaver spare is standard, too.

The car is also significantly better to drive than it was. It retains the MacPherson front struts and double wishbone rear suspension of the pre-facelift Avensis, as well as the electric power steering, but everything has been fettled, and the shell stiffened, to improve road manners.

It feels far more composed than before, with a keen front end and plenty of grip, although it falls short of the dynamism and engagement

of a Ford Mondeo. Turn-in is precise, with the steering weighting up in a linear fashion, and body movements are well controlled.

On the smooth roads of our Swiss test route, the Toyota rode in a relaxed fashion, although there was some nervousness on more broken surfaces. The brakes required a fair amount of pedal effort, too, but there was adequate stopping power.

**It feels far more composed than before, with a keen front end and plenty of grip**



**Refinement at speed is mostly impressive, apart from wind noise around the A-pillars**





A new dashboard, smart driver's display and redesigned seats all help to improve the cabin ambience; your £25k buys you plenty of kit as well



Rear space has long been an Avensis plus point and this facelift continues that; the car now exhibits more poise and body control on a twisty road

The new powertrain appears competitive. The 110bhp 1.6-litre diesel is smooth and quiet even when revved hard or loaded in higher gears. A six-speed manual gearbox does a dutiful job and there's no shortage of traction.

The engine is unlikely to trouble the front wheels, though, because it produces its peak torque of 199lb ft between 1750rpm and 2250rpm and

pulling power falls away rapidly either side of this. So making progress requires frequent gearchanges.

The Avensis's rivals are far better in this respect. The Skoda Octavia 1.6 TDI, which emits a VED-exempt 99g/km of CO<sub>2</sub>, produces its 184lb ft across a wider 1500rpm range, and the bigger 2.2-litre diesel in the Mazda 6 is equally economical and produces an extra 38bhp and 81lb ft.

During our five-hour test, the Toyota returned an indicated 46mpg. That places it on a par with more powerful rivals, making it difficult to recommend. Either way, the 13-gallon fuel tank means a range of more than 600 miles.

Equipment levels are good, though, with this £25k example coming as standard with cruise control, dual-zone climate control, an 8.0in touchscreen, sat-nav, DAB, Bluetooth and part-leather trim.

This car is not devoid of merit, then. It's effortless to drive, safe and immensely practical and it should soldier on indefinitely with routine servicing. Unfortunately, several other direct rivals offer similarly stout credentials. Some are even better to drive, and many offer lower or identical emissions and economy in conjunction with more power.

Nevertheless, aspects such as a standard five-year, 100,000-mile warranty and a simple, straightforward and reliable nature will endear the Avensis to others.

**LEWIS KINGSTON**



#### TOYOTA AVENSIS TOURING SPORTS 1.6 D-4D BUSINESS EDITION PLUS

Practical, well equipped and with improved dynamics, but shaded by better-driving rivals



<b>Price</b>	£24,975
<b>Engine</b>	4 cys, 1598cc, turbodiesel
<b>Power</b>	110bhp at 4000rpm
<b>Torque</b>	199lb ft at 1750-2250rpm
<b>Gearbox</b>	6-spd manual
<b>Kerb weight</b>	1610kg
<b>0-62mph</b>	11.7sec
<b>Top speed</b>	114mph
<b>Economy</b>	67.3mpg (combined)
<b>CO<sub>2</sub>/tax band</b>	110g/km, 20%



A panoramic sunroof is available for those who want to flood the cabin with daylight



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Models shown - NEW MG6 DTI-TECH TL in Passion Red at £17,995. MG3 3FORM SPORT in Stuck on Blue with White Trophy Stripe at £10,203. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £13,995 applies to the MG6 S. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. \*'From' prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption: values shown are based on official EU test figures and are to be used as a guide for comparative purposes and may not be representative of actual driving results. \*Conditional Sale. 0% APR representative available on selected New MG6 models until 1st July 2015. A minimum deposit of 50% of the cash OTR price applies. Finance by MG Financial Services, a trading style of GMAC UK plc, PO Box 6666, Cardiff CF15 7YT, subject to status, availability and terms and conditions. Applicants must be aged 18 or over at participating dealers. Please see your local dealer for details. Full details also available at [www.mg.co.uk/offers](http://www.mg.co.uk/offers)



## QUICK FACTS

PRICE £20,495  
ON SALE NOW

# Mazda CX-3 Skyactiv-G

**9.6.15, Newcastle** Front-drive petrol model is tipped to be the best-selling CX-3 and is now in the UK

**T**he CX-3 is hugely important for Mazda. It enters a class brimming with contenders, but many of them are comparatively average, so a healthy slice of the market is there for the taking should the price be right. The list of rivals is long, including everything from Citroën's C4 Cactus to Nissan's Juke, via the Renault Captur and Suzuki's new Vitara.

We've already driven diesel and petrol versions of the CX-3 abroad. Here, we're trying it in the UK and in 2.0-litre Skyactiv-G petrol form. The frugal 1.5-litre diesel has running costs on its side, but this two-wheel-drive petrol version is the cheapest CX-3 and is the predicted best seller.

With a relatively large capacity for this class and the responsiveness to match, the zesty Skyactiv-G engine suits the CX-3 extremely well. You'll find yourself changing down a gear on steep inclines or when overtaking on country roads, but most of the time the 2.0-litre petrol unit is willing to pull from low revs. It has

to be coaxed if you want a real turn of speed, but that's no hardship, because it remains smooth and quiet, even up to the redline. The gearshift is sweet, too, with a lovely throw and a precision from which rivals such as the Captur and Cactus could learn.

With less weight over its front wheels than the diesel, this petrol model feels slightly more agile. You'll want to exploit that, too. Although the steering is a little vague off centre, it weights up nicely by a quarter turn. Once settled into a corner, the body stays upright and there's a good amount of grip.

More of a problem is the ride. Our Sport Nav test car had 18in alloy wheels, which picked up on sharp-edged imperfections too readily. Vertical body movements over harsh bumps and undulations are also noticeable, although that is true no matter which CX-3 you buy.

Inside, there's a decent amount of room, and steering wheel and seat adjustment for the driver is generous, although tall rear passengers will

find the top and side of their head resting on the ceiling and their knees against the front seatbacks.

Load space is a useful 350 litres with the rear seatbacks up (reduced to 287 litres in Sport Nav models due to a subwoofer under the flat, adjustable boot floor). However, the relatively small opening means that access to the boot isn't the best.

Cabin quality isn't game-changing, but the classy trim inserts, soft, dense plastics and leather details help the CX-3 to surpass much of the current small SUV competition. The standard 7.0in touchscreen multimedia system is also one of the most user-friendly on the market.

The CX-3 has a lot going for it. Its strong engine, comparatively plush cabin and decent handling should be praised in a class that often fails in such areas. That it doesn't ride brilliantly and is cramped in the back is disappointing but not uncommon among its peers.

The bigger issue is the fact that this CX-3 can't compete with smaller

turbocharged petrol-engined rivals on emissions or fuel economy, but the elephant in the room is the price. Mazda says it has priced the CX-3 in anticipation of more premium competition. However, although it's certainly more upmarket, the CX-3 doesn't feel distinctly more civilised than its Nissan, Renault and Citroën rivals. In reality, its price pits it against far more spacious cars such as Nissan's Qashqai and Skoda's Yeti.

The fact that prices for the bigger, more practical, no less refined and more frugal Vitara end almost where the CX-3's start is perhaps the best illustration of the problem. The CX-3 is nicer inside and better to drive, but in a class ruled by cost and with little brand loyalty, we wonder how much that will matter.

**RORY WHITE**

## MAZDA CX-3 SKYACTIV-G 120 SPORT NAV

**Zesty petrol engine, nice cabin and pleasing to drive, but rivals offer little less for a notably lower outlay**



Price	£20,495
Engine	4 cyls, 1998cc, petrol
Power	118bhp at 6000rpm
Torque	150lb ft at 2800rpm
Gearbox	6-spd manual
Kerb weight	1230kg
0-62mph	9.0sec
Top speed	119mph
Economy	47.8mpg (combined)
CO <sub>2</sub> /tax band	137g/km, 22%



Perceived quality is better than in many rivals and it's roomy up front; performance is relatively strong, but the ride has flaws





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## QUICK FACTS

PRICE £18,270  
ON SALE NOW

# Citroën C4 Picasso Puretech 130

**5.6.15, France** Turbo three-cylinder petrol model offers a viable alternative to the popular diesels

**P**eople-carriers have traditionally been viewed as the white goods of the automotive world. Although they're practical and serve a purpose, they're hardly a hedonistic indulgence. Thankfully, Citroën enlivened the breed two years ago when it launched the strikingly stylish C4 Picasso, which has been something of a hit in diesel form.

However, if you're not a lover of diesel clatter, a new 1.2 Puretech petrol engine has been introduced to the line-up. It's a raspy three-cylinder engine with a turbocharger for a bit of extra oomph. And being part of the latest Puretech range, it's pretty clean, with Euro 6 emissions compliance and a claimed combined fuel economy figure of 56.5mpg. Granted, four-cylinder engines tend to be smoother than the new breed of three-pots, but this Puretech 130 manages to be really quite refined as it thrums away, even when thrashed.

It's no slouch, either, and feels much quicker than the claimed 0-62mph time of 10.1sec would suggest, although you do need to

put up with its off/on bottom-end power delivery. Given its turbo, you expect it to feel a little boosty, but if the engine is spinning below 1500rpm when your foot goes down, you wait and wait for the revs to climb and then wham (in a manner of speaking), you're off. Things improve dramatically past this point, though, and despite its small capacity, the engine is gutsy and capable, even at motorway speeds.

There's no automatic version, just a six-speed manual gearbox, but the ratios are spaced well so it's easy to keep the engine revving where it does its best work. Top gear works much like an overdrive to make the C4 Picasso a cruiser – a credential that's reinforced by there being barely any tyre noise. If only Citroën could dial out the constant flutter of wind noise, the C4 Picasso's cabin would have the serenity of a temple.

A new Ford C-Max will be on sale shortly and, on current form, we'd be surprised if that car isn't still a better steer. But that's not to say that the C4 Picasso is without dynamic

merit. Predictable, well-weighted steering makes it decent to drive down winding country lanes, but equally it requires pleasingly little effort to steer in town.

If you want to risk making the kids sick by attacking corners with a little verve, the Picasso will respond with a degree of body lean but not to the point of feeling loose. There's little doubt, though, that Citroën has aimed for supple rather than sporty and, as a result, the suspension takes the sting out of most bumps. That said, it will shake you up if you hit a deep pothole or sharp ridge, and the soft damper settings allow some body float over crests.

The C4 Picasso's biggest draw, however, is its style, both on the outside, where it sports a sharp nose and LED jewellery, and inside, where there's plenty of panache, thanks to multi-textured surfaces made from soft-touch materials. There's substance there, too, because it feels well made and ready to take a pounding in family use.

It'll also seat four in reasonable

comfort – although a Volkswagen Golf SV offers better rear leg room – and there's cabin flexibility courtesy of the individually tilting and sliding rear seats. With the rear seats slid forward, the boot's volume is a colossal 630 litres.

This new petrol version costs less to buy than a diesel and is comparatively efficient, so it's worth thinking about if you're a private buyer who drives mainly in town. However, the diesel's real-world economy and better emissions make it the better company car choice, as well as for those who cover more miles. If you're about to buy a mid-sized MPV, the C4 Picasso Puretech should certainly feature on your short list. But we'd suggest holding off until you can try the new C-Max.

**JOHN HOWELL**

## CITROËN C4 PICASSO PURETECH 130 S&S VTR

New petrol engine offers a cheaper entry point into this likeable MPV, but a Ford C-Max is a better drive



Price	£18,270
Engine	3 cys, 1199cc, turbo, petrol
Power	129bhp at 5500rpm
Torque	170lb ft at 1750rpm
Gearbox	6-spd manual
Kerb weight	1280kg
Top speed	125mph
0-62mph	10.1sec
Economy	56.5mpg (combined)
CO <sub>2</sub> /tax band	115g/km, 18%



Cabin is stylish and features materials that are tactile yet robust; three-pot 1.2 Puretech is the cheapest way into a C4 Picasso



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## QUICK FACTS

PRICE £49,160  
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# Maserati Ghibli Diesel

**10.6.15, Modena, Italy** A series of revisions aim to increase refinement and reduce emissions

This is the 2016-model-year refresh of Maserati's smaller four-door saloon. The main technical change is the modification of the V6 diesel engine to accommodate the injection of AdBlue, which reduces the nitrogen oxide output. A small tank for the AdBlue has been mounted under the fuel tank and the addition of the system means the engine now has Euro 6 emissions approval.

The Ghibli has also been treated to a new soundproofing package that is said to be more effective without adding weight. The door seals have been improved (important because the Ghibli has frameless windows) and the door latches have been changed so the sound of a closing door is also 'improved'.

However, Maserati appears most excited by the option of a new type of silk inlay for the interior. Produced by Italian fabric manufacturer and fashion house Zegna, the material has been developed to meet the onerous automotive requirements for wear resistance and longevity.

The Ghibli is now offered with the option of a Blind Spot Alert system and a Rear Cross Path function to alert the driver to potential collisions when reversing out of a parking space. Additionally, the boot can now be opened by moving your foot under the rear bumper.

As high-end executive cars go, the Ghibli has its own flavour, which is very much Maserati's pitch for the car. Both of the firm's saloons have clearly benefited from some years of honing and polishing, the result being that they now have less to fear from the German establishment.

The V6 diesel is more refined than before, and Maserati has done a fine job of integrating it with the eight-speed automatic gearbox. It's an impressively strong powertrain that meters out its performance with great civility. High-speed refinement is also improved; the engine settles into a distant thrum and there's little wind noise.

The steering has a distinctly Italian feel. It is nicely weighted and delivers a sense of accuracy

that makes skirting quickly around Alpine bends easier than it is in most cars of this size.

The ride is impressive. On badly broken roads on our Italian test route, the Ghibli coped well. Clearly, this car is not designed to be a road-smothering limo, but neither is it an overly firm machine with misplaced sporting intent. The only time it was seriously unsettled was over a sequence of road that was both badly broken and sunken.

The Ghibli is firm enough to feel planted, but the chassis is able to both deliver excellent refinement on good surfaces and allow a sense of the road surface to filter through to the cabin. It's an impressive mix.

The downsides are mostly examples of interior quirkiness. No matter what I did with the seat and steering wheel, the wheel's thick rim obscured part of the speedo. Odd parts – such as the front quarterlight plastic moulding that houses the sound system's tweeters and is right in the driver's eye line – are cheaply finished. Meanwhile, moving the

gear selector between indents wasn't as positive as it should have been.

Buying a Ghibli is an individual choice. Maserati is a niche brand, although that is not betrayed in the product. Maserati's pitch that it is the 'opposite of ordinary' is compelling. Although the Ghibli is aimed at the high end of the BMW 5 Series and Mercedes-Benz E-Class ranges, probably fewer than 20,000 examples will be sold this year, compared with more than 400,000 of the German models.

Maserati boss Harald Wester has been quoted as referring to Maserati customers as "calculated risk takers". Stepping outside the premium mainstream poses a risk, but the Ghibli would now appear to offer a more rewarding break from convention.

**HILTON HOLLOWAY**

## MASERATI GIBLI DIESEL

Maserati further polishes a capable car that combines real handling ability with improved refinement



Price	£49,160
Engine	V6, 2987cc, turbodiesel
Power	271bhp at 4000rpm
Torque	442lb ft at 2000-2600rpm
Gearbox	8-spd manual
Kerb weight	1835kg
0-62mph	6.3sec
Top speed	155mph
Economy	47.9mpg (combined)
CO <sub>2</sub> /tax band	158g/km, 27%



Thick-rimmed wheel feels satisfying but obscures the speedo; through bends, the car feels planted and is easy to place accurately



# WIND OF C

Is the powerful new turbocharged Honda Civic Type R a game-changer or too hot to handle? **Matt Prior** lines up a Renaultsport Mégane and a VW Golf R to find out

PHOTOGRAPHY LUC LACEY

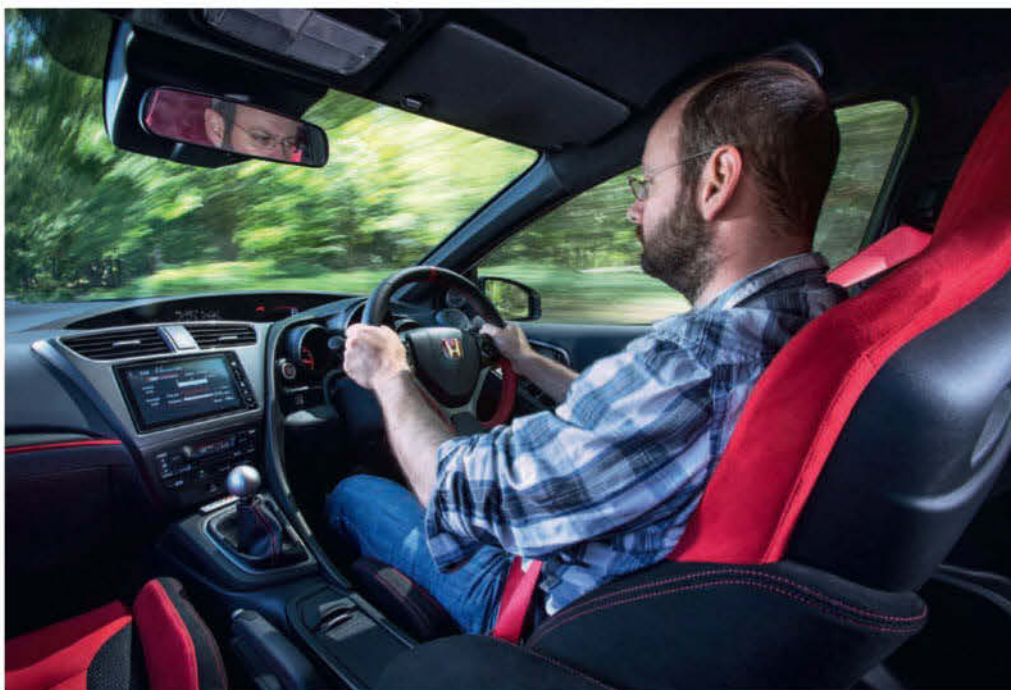




# HANGE







**A**pologies that you join this test while I'm driving the oldest car here, and apologies that you join this test mid-corner. It's just pertinent to tell you that I'm driving the Renault Mégane Renaultsport 275 Trophy – do you mind if I variously shorten that name at times? – and its cornering balance is less neutral than I remember.

The Trophy, which is Autocar's long-term test car, has done a couple of photo shoots on closed circuits and a track day at Spa since it arrived with us a month or so ago. And from inside, it feels like they haven't been kind to its front tyres.

That's pertinent, because the Renault's 271bhp is a hefty amount of power to divert through the front wheels. We've thought so before, when a Ford Focus RS we ran needed three tyre changes in 12,000 miles, and I don't wonder that we will think so again.

The reason it's pertinent now is because the Renault isn't even the most powerful front-wheel-drive hot hatchback currently on the block. That accolade now goes to the reason the Renault is on this page at all, which is the arrival of Honda's new Civic Type R.

Like previous Type Rs, it is front driven. Unlike previous Type Rs, and like the Renault, it comes with a turbocharged 2.0-litre engine rather than the usual Type R solution, namely a high-revving naturally aspirated unit. When even Honda is fitting turbocharged engines to its performance cars, you know turbos are here to stay.

And because Honda was so serious about the new Type R's track capabilities, particularly around the Nürburgring Nordschleife, it has blessed the car with 35bhp more than the Renault. With 306bhp, that makes it the most powerful front-drive hot hatch currently in production.

The Renault is one of the foils for it here, because

Renaultsport's engineers aren't exactly strangers to the Nürburgring themselves, given that they and the limited-run Mégane Trophy-R held the front-drive production car lap record there until the Honda arrived at the end of the lap four seconds faster (7min 50sec versus 7min 54sec, if you're interested).

This sort of thing keeps the manufacturers interested after the months they spend chassis tuning and running durability tests there, and it's not a bad way to measure the relative performance of cars, but it won't bother us today. Volkswagen's Golf R is the kind of car that demonstrates why. Volkswagen doesn't quote a Nürburgring time for the Golf R, yet still we rate it as one of the finest hot hatches ever produced.

We've borrowed a manual version rather than the DSG-equipped car that resides on our long-term test fleet because the other two are manual, although it means that this Golf has three doors like the Renault rather than the Civic's five.

But marking the Golf out more than that is the fact that it has VW's 4Motion four-wheel drive system, whose latest generation doesn't just leave it front driven until the front wheels start to spin up. Instead, it will know to divert power to the rear, too, while you're turning in to a corner, so that as you begin to accelerate out, you'll be doing so in a car with rear-biased handling.

Just how rear biased we'll have to see, but it should be good for the longevity of its front rubber. It also has a positive effect on its standing-start acceleration: the Golf wants 5.3sec to reach 62mph from rest, the Honda 5.7sec and the Renault 6.0sec.

That's despite the inevitable downside of having four-wheel drive. The Golf's kerb weight, 1476kg, is a full 100kg heavier than the Renault's. The Honda is only 6kg heavier than the Renault, at 1382kg. Given that weight penalty, perhaps it's no →



Honda has done a decent job in creating a sporting tone here





# THE CIVIC TYPE R'S SLAVISHNESS TO AERODYNAMICS IS PLAIN TO SEE



Standard Renault trim detracts; RS add-ons work well



In almost every way possible, the Golf R has the best cabin



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## THE HONDA TORQUE STEERS LESS THAN THE RENAULT, BUT IT HAS LESS ROAD FEEL

← surprise that VW isn't interested in quoting you a 'Ring lap time. (It's about 8min 15sec, according to the t'interweb.)

What's more interesting today is what these three are like – not just to drive but also to live with.

That part is the easiest to deal with first, and let's start with the inside of the Renault, because that's where we came in and because that has easily the worst interior of the three. It's a mixed bag inside but, on the whole, the poorest bits are the standard Renault parts – some mediocre materials, awkward ergonomics and an unfathomable infotainment system – and the best bits are the parts that Renaultsport has added, such as the Recaro seats and Alcantara-clad steering wheel.

There are enough sporting highlights to make it feel more special than a standard Mégane, but the Honda goes a stage further again. Partly that's by adding lots of red, but there's no denying that its Recaros are mounted well, offering a better



Type R's bodywork has been sculpted primarily by aerodynamic needs; its steering wheel can obscure the speedo

driving position for all of our testers, better-spaced pedals and an environment in which it's easy to feel at home. The diddy gearknob will remind you of Type Rs of old, and although here, too, there are ergonomic foibles – it's too easy to obscure the speedo with the steering wheel and if you take less than an hour to find how to disable traffic announcements, you're a better man than I – it has the measure of the Renault.

Not, though, you'll be unsurprised to learn, the measure of the Volkswagen. The Golf's seats are not as supportive as the chairs in the other two, but the driving position, perceived material quality and interior layout are as Volkswagen-like as →







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F10 535D » 358 BHP  
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## THE CIVIC IS FUN, GOES WELL, GRIPS STRONGLY AND IS SO CAPABLE ON A CIRCUIT

← always. Only a few touches are given over to the fact that this is the most sporting of Golfs – the odd ‘R’ interior tattoo – and otherwise it remains discreet but formal.

I suppose it’s much the same on the outside, where the Golf is, no question, the most understated of the three. Now, you don’t need me to tell you about these things when you’ve perfectly decent eyes and judgement to see them yourself, but I mention aesthetics for a couple of reasons.

Chief among them is the Civic’s slavishness to aerodynamics. That’s why, Honda says, it has the big splitter on the front and the diffuser on the rear and a spoiler on which – all clichés aside – I have rested a cup of tea. None would be there if it didn’t improve the aerodynamics and generate genuine downforce, says Honda. Even the wing vents direct air out of the engine bay in decent quantities.

And I’ll mention the Renault’s appearance for a couple of reasons. First is the Akrapovic exhaust, which is part of the Trophy pack that makes this car what it is. Second is what takes its price past £30,000: the 19in alloy wheels shod with Michelin Pilot Sport 2 rubber. Which, in the kind of segue

that would embarrass the poorest of regional radio disk jockeys, is where we came in.

This test isn’t one of those where we schlep for hundreds of miles to the edge of these islands in search of the perfect sunset. As I write, it is less than 24 hours after the Honda arrived at Autocar Towers and only a few hours before the magazine’s pages are sent to the printers. So we made the decision to go where we know: some good home counties roads that I know well and a closed test track in Surrey that I know even better.

And within a few minutes, I know it’s the right decision. You don’t see a Welsh sunset, but what I can tell you within 30 seconds of driving, because I’ve driven down this half-mile stretch of twisting B-road simulation thousands of times before, is that this Renault is more front biased than usual, due to slightly worn front rubber. Yet still, even robbed of some throttle-off adjustability, it retains its extraordinary ability to communicate what it’s doing through the steering, put its power down capably and retain exceptional composure.

The Honda, back to back on the same roads and on this circuit, can’t quite do the same thing. Its steering has more vagueness from straight ahead, and although it torque steers less than the Renault – both have a torque-steer-reducing steering knuckle on their MacPherson strut front suspension – so, too, does it offer less road feel and feedback.

It’s also, despite arriving on completely fresh rubber, no more throttle adjustable than the Renault. Probably less, in fact. There’s an understeer control system on turn-in – which brakes an inside rear wheel to keep things in check and is probably why the Honda feels more agile →



Civic is agile but it also feels dominated by its front end; the Mégane, by contrast, offers engagingly adjustable balance, as does the looser-handling but still accomplished Golf



than the Renault, despite carrying no less weight – but at no point are you aware that you're doing much more than challenging the front tyres, while the rears follow obediently.

Not that the Civic Type R isn't fun. It's so capable that it's hard to be much else. The brake pedal feel is exceptional, too, and the gearshift is far slicker than the Renault's.

Neither car has a brilliant engine note, but there's more induction suck and some exhaust pop in the Renault. Pushing the Honda's +R button on the dash sharpens the throttle response (as well as firming the dampers by 35% and reducing steering assistance), but it makes the 7000rpm redline no higher nor the note more appealing.

For those who come from Type Rs of old, it's the gearshift and the agility that you'll note as familiar, not the engine or the steering's engagement.

Whether the Honda rides with more deftness than the Renault depends on which chassis mode you've selected. As standard, it rides more smoothly but with less body control. In +R, it's harsher than the Mégane and its body is about as tight.

Tuning the Renault's £2000 adjustable Ohlins

## THE MEGANE HAS ALL THE ADJUSTABILITY OF THE GOLF, ONLY WITH ADDED PURPOSE

dampers is not the work of a button push on the dashboard. As they come, they're set up brilliantly for fast road or bumpy circuit work. And even on the rubber it's wearing today, it's still the most engaging, rewarding, best controlled and most fluid front-driver on the market. More so than the four-wheel-drive car we've also got? It is.

The Golf, too, has an adjustable set of dampers (by a button on the dashboard), but whichever setting you place them in, you're looking at a car that has a more compliant ride yet looser handling than the other two. It also has the slowest steering, the quietest (if perhaps smoothest) engine and the easiest, entirely notch-free gearshift. The whole

Golf R shebang – relatively focused if taken in isolation – feels soft and refined compared with the other two cars here.

Does that matter? Not a jot. Yes, it steers more slowly, its brake pedal moves a little further and the body takes longer to settle into its cornering stance – like a soft-close kitchen drawer rather than a conventional one.

But there's still raw ability and capability to it. Mid-corner bumps don't unsettle the Golf, it's resistant to understeer at all times and, like the Renault, you can do things with it as you turn in, or mid-corner, to shift the balance around. It's playful without being serious.





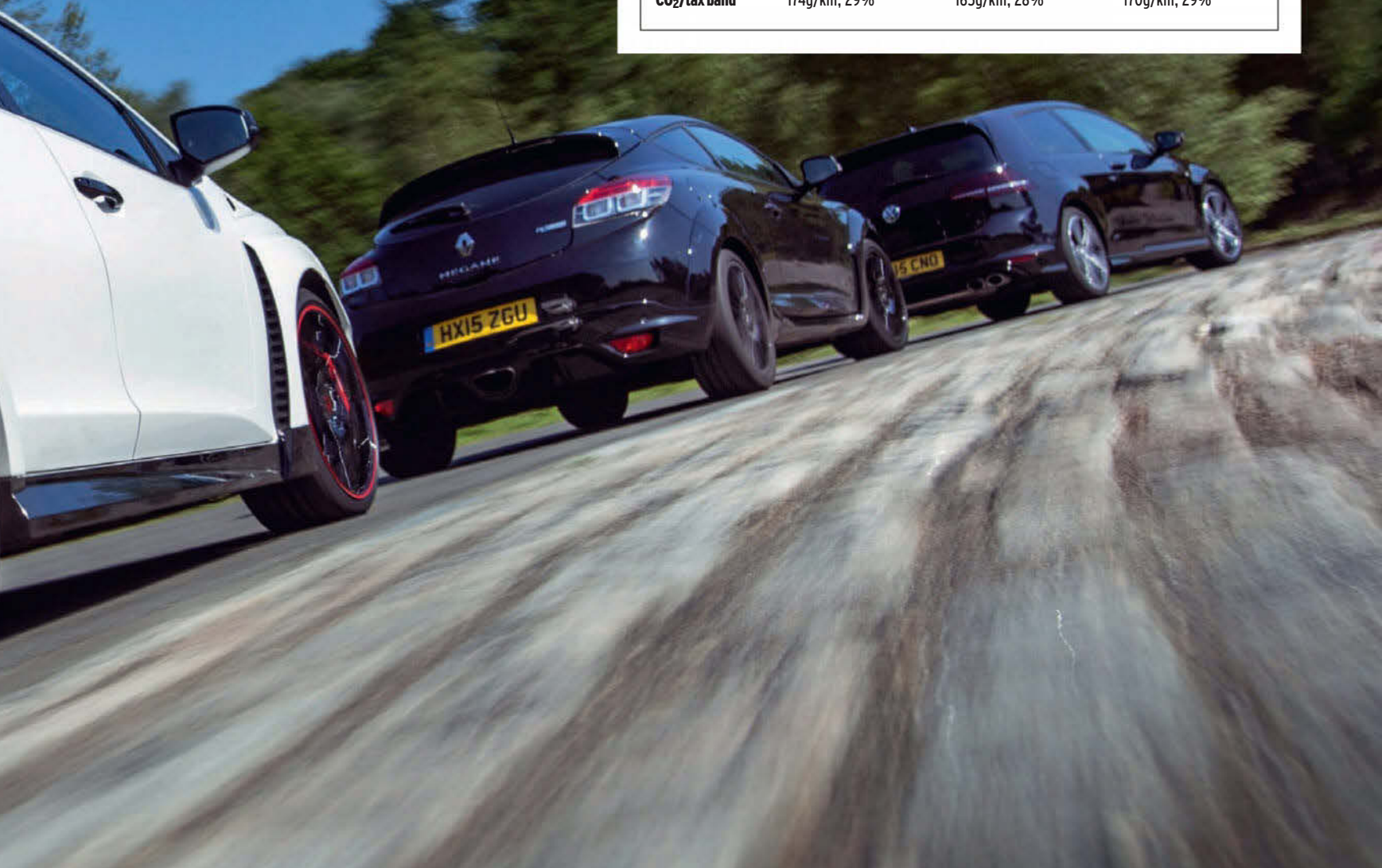
Add to that the fact that it's the one you'd choose if you had to drive 1000 miles, right now, and there's a compelling case for the Golf R to walk away with the victory here. Sensibly, it should get the win, because it's the one I'd choose for covering 15,000 miles a year.

But this is a hot hatchback test and hot hatchbacks – especially these very hottest ones – are meant to be judged on their ability to entertain. So the Mégane 275 Trophy gets the nod instead. It has all the adjustability and entertainment of the Golf, only with added purpose and agility.

And the new Civic Type R? I like it. It's enjoyable, goes well, grips strongly and is clearly exceptionally capable on a circuit. There's merit in the fact that it's not like other hatches, too. It occupies a good spot between other hot hatchbacks and does, genuinely, offer something that they don't. The Type R is a good car in its own right, in isolation, and against the clock there's no arguing against it. If you can ignore the numbers, though, you'll enjoy more tangible rewards in the other two cars here. **B**



	1 Renault Mégane RS 275 Trophy	2 Volkswagen Golf R 3dr	3 Honda Civic Type R
<b>RATING</b>	★★★★★	★★★★★	★★★★★
<b>Price</b>	£28,930	£30,829	£29,995
<b>Engine layout</b>	4 cyls, 1998cc, turbo, petrol	4 cyls, 1984cc, turbo, petrol	4 cyls, 1996cc, turbo, petrol
<b>Power</b>	271bhp at 5500rpm	296bhp at 5500rpm	306bhp at 6500rpm
<b>Torque</b>	266lb ft at 3000rpm	280lb ft at 1800rpm	295lb ft at 2500rpm
<b>Gearbox</b>	6-spd manual	6-spd manual	6-spd manual
<b>Kerb weight</b>	1376kg	1476kg	1382kg
<b>Top speed</b>	158mph	155mph	167mph
<b>0-62mph</b>	6.0sec	5.3sec	5.7sec
<b>Economy</b>	37.7mpg (combined)	39.8mpg (combined)	38.7mpg (combined)
<b>CO<sub>2</sub>/tax band</b>	174g/km, 29%	165g/km, 28%	170g/km, 29%





# A HARD ACT TO FOLLOW

Ferrari is reviving the iconic 'Dino' name after a four-decade absence. **Andrew Frankel** drives an original to see what the new one needs to be like

PHOTOGRAPHY TONY BAKER

Ferrari is working on a new Dino. It has been decades since I've heard more exciting news emanating from Maranello, particularly as new chairman Sergio Marchionne appears determined to put one of the most evocative, coveted badges only on the right kind of car. Ferrari has not always done great justice when recycling names from its past – think Testarossa and Mondial – but this time it appears it will be different.

So what kind of car should a new Dino be? To find the answer to that, what better vantage point than that provided by an original Dino and an open road? There is lots to be learned.

Much of it can be discovered before firing up the car's race-derived 2.4-litre quad-cam motor, surely the most characterful V6 there ever was. You might think the Dino was a cheap Ferrari, and given that at the time of its creation it was Maranello's first road car not to be powered by a









## Drive | Dino 246GT

◀ V12 engine, I suppose it was. But it was actually the first of a new line of smaller, mid-engined sports cars, a line that leads directly to the present. In short, the 488 GTB is now what the Dino 246GT was then. So the first lesson of history is that there is no need for a Dino to substantially undercut existing Ferrari product.

Point two is that a Dino need not be mind-bendingly quick, either. I've just looked on Pistonheads and the cheapest Dino 246GT for sale is priced at £280,000, far more than the most expensive new Ferrari today. And yet if you drove one against, say, a standard 2.4-litre Porsche 911S of the same era, you'd most likely find the lighter, cheaper and almost certainly no less powerful German soon disappearing into the distance.

So why are Dinosaurs so valuable, other than the crazy state of the used exotic market these days? It's not just because they're beautiful, although you could count on the fingers of a hand that's been through a blender how many Ferraris made since are better looking. It is because they are, in all regards, seen as an essential distillation of the Ferrari spirit, a pint-sized encapsulation of Maranello magic, with the added irony that they weren't even allowed to wear Ferrari badges.

So hook your finger behind that little chromed lever, pull open that gently curving door and join me inside a Dino as we go back to try to determine the future.

In here, Ferrari iconography is everywhere, from the alloy-spoked steering wheel to the exposed gearshift gate. The binnacle is packed

with instruments – eight, if you care to count – but you notice first the rev counter and, specifically, its 7800rpm limit. That's serious revolutions for one so old.

The driving position is, of course, terrible. It's all arms and no legs, but who cares when the view is this good? Those gently rising front wings are as redolent of Ferrari as a Spirit of Ecstasy is of Rolls-Royce. Actually, all-round visibility is rather good – phenomenally so for an early mid-engined, low-slung two-seat car like this. And there's that rear screen, curving through 90deg at each end. I don't even want to think what a replacement would cost.

Turn the key. It doesn't start. Oddly, this is reassuring. A car like this shouldn't just spin into life like a Nissan Micra, and the fact that it needs a little tempting is all part of the process – the bonding, if you like. The choke is there, but it's inelegant. Instead, feed some fuel into the trio of twin-choke Weber carburettors with your right foot. (In time, you'll learn precisely how much.) Turn again and hear it catch – two or three cylinders at first but soon all six together. The noise is rich and complex, better at idle than most at the redline.

The car is already in first gear, because no way would you ever trust a 1970s Ferrari handbrake. First is marooned on a dogleg of its own, and correctly so, because it is the gear you use least. Look at a Ferrari five-speed Formula 1 or sports racer and you'll see the same.

Ready for the clutch? I doubt it. It's so much heavier than it needs to be, given that it has just 166lb ft of torque





# PRESS ON AND YOU DISCOVER THAT THE DINO COMES ALIVE



to transmit. But with unassisted steering and equally heavy brakes, at least it means your limbs will be equally tired by the day's end.

So you're moving and soon want second gear. But you don't take it, because you know Ferrari gearboxes of this period don't like second when they're cold. So you go around the corner into third, expecting the engine to chug and cough but feeling it pull without complaint. It is pure class. Wait for the oil temperature needle to shift off its stop. It'll let you have all the gears now.

The steering feels a little wooden, the ride a little stiff, a touch disappointing given all you've read about the car. But you press on and discover that, with some heat in the shockers and velocity under the skinny 205/70 Michelin XWX tyres, the little Dino comes alive.

And I do mean that. As speeds rise, so the steering writhes around in your hands like a living thing, making a mockery of the only alleged feel of today's best powered systems. This car talks to you continuously,



through the rim, the thin bucket seat and a voice from behind your left ear worthy of an audience at La Scala.

No, it's not fast. The cheapest modern Volkswagen Golf GTI would kill it, but who cares if it means you can enjoy it more and retain your licence for longer? Its balance is mesmeric, too, making you wonder how on earth Ferrari forgot it all and went on to create mid-engined cars like the 308, 328 and 348 that were so needlessly tricky on the limit.

In short, the last Dino was the driver's best friend, a gorgeous co-conspirator with whom to seek out fresh adventure wherever it might lie.

And so must the next one. This must be the Ferrari that couldn't care less about its Fiorano lap time or how many billionths of a second the software engineers have shaved off its shift time. It should have slightly more power than grip and its every setting should be aimed at producing not pace, but feel. And yes, it should have at least the option of a manual gearbox. In short, it must be a Dino.

Does Ferrari have the capability of

building such a car? Of course it does. Lop two cylinders off the 488 GTB engine and you'll find yourself with a 366 GTB (based on cubic capacity per cylinder) of just less than 3.0 litres with 500bhp, the perfect basis for such a car. It would still bust 4.0sec to 60mph and hit at least 190mph.

We know Ferrari can build such an engine with zero turbo lag and manipulate its torque in each gear to mimic a normally aspirated delivery. We don't know if they can make it sound like it should, and that surely is the biggest challenge of the project. Get that right and there's no reason at all why Ferrari cannot produce a Dino as good now as it was then.

One final question: will Ferrari banish the prancing horse emblem from the car, leaving it to bear the 'Dino' name alone? It would be a brave move, but nothing like as brave as it was in 1968, when the name meant little to Ferrari's customers. Now it's one of the most revered in all motoring and I can't wait to see it, either as a make or a model, on a Maranello product once more. **A**



# CATCH MY DRY

How easy is rally driving? Novice **Mark Tisshaw** finds out with the help of sideways master Jimmy McRae and a classic Ford Escort RS2000

PHOTOGRAPHY  
DISCOVERY COMMUNICATIONS



**T**CP: turn, clutch, power. It's shorthand for how to do a handbrake turn and the letters are going through my head as I approach a tight hairpin, turn in, depress the clutch, feel the back end of my Ford Escort RS2000 come away, and then get back on the power. The trick is to avoid adding a fourth letter to that initialism: S, for spin. This is my first go against the clock in a rally car and I really don't want to find myself sitting in a cloud of dust, trying not to stall while I work out which way the car needs to be pointing once the dust clears.

A few minutes earlier, the course had looked so easy sitting alongside rally legend Jimmy McRae, who danced and glided his way around it with the grace and finesse you'd expect of a man with five British Rally Championships to his name. He's one of a team that has set out to train me and a few other hacks in the art of rally driving today at the

London Rally School, just north of Bicester. We're following in the footsteps of movie star Idris Elba, who was also taught the ropes by McRae as part of his new 'Idris Elba: No Limits' TV show coming soon on the Discovery Channel.

If any of us had thought that previous circuit racing coaching would make us naturals at this, we're soon divested of that notion. Within the first few seconds of the briefing, instructor Rob says: "There are no racing lines here." Ah, best keep my mouth shut and ears open.

Briefing over, it's time for the first practical session. Thrown in at the deep end, I'm given, somewhat intimidatingly, a Group N-spec Subaru Impreza WRX to take to the gravel course.

I take it slow and steady, with Rob most of the way around telling me to up the power and stop braking in the middle of slides. They are slides that are too weedy to have been caused by a

Group N Impreza WRX shows the techniques needed for a 4WD car

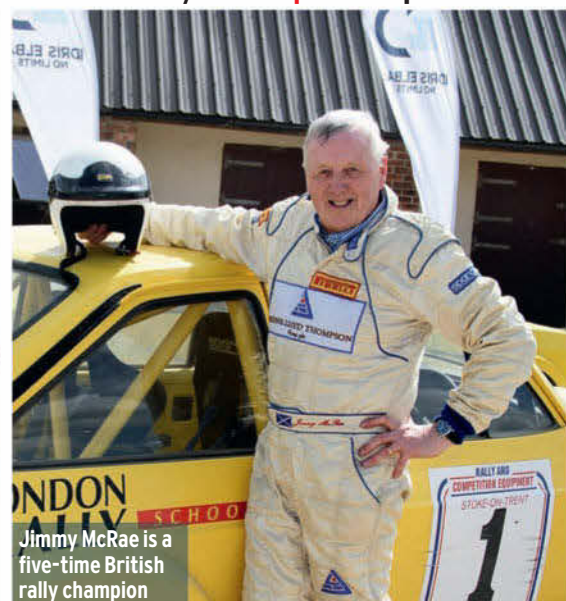




FT



Rob explains how to get the tail of the car out through a corner



Jimmy McRae is a five-time British rally champion

Rear-drive Escort RS2000 is happy to oblige a tail-led style



handbrake. While encouraging a more push-on style, Rob's also keen to point out that a four-wheel-drive car grants only extra traction, not extra grip.

There's not much grip at all on the loose surface, so what quickly becomes apparent about rally driving is how much of it is down to feel and instinct and that you just have to 'go with it'. You need commitment, poise and positioning and, crucially, you need to look as far ahead as you can to plan your next move.

Dealing with that last point is my main struggle. I'm too stiff in the way that I'm driving the car, doing things in regimented isolation rather than with the natural, effortless flow that a master such as McRae exhibits. And those racing lines that instructor Rob mentioned are indeed alien. Corners are approached from the middle to inside of the road, rather than from the outside as you would on a circuit. The theory is you need that extra room for your car's tail to hang out.

It's tough, but great fun, especially when I really string a couple of corners together and nail the car's weight transfer from left to right through a fast chicane.

The fun continues when I switch to a classic Ford Escort RS2000, an altogether different beast from the Impreza. It's rear-wheel drive for a start and does without such luxuries as power steering and servoed brakes.

Trying to pull away from a standstill in third gear doesn't make a fine start, but I soon get to grips with this session on car control around a tight course in London Rally School's front yard,

practising that TCP sequence for handbrake turns, and also the technique for suddenly coming off the power to get the weight to transfer from the back to the front to get a powerslide going.

Then it's back out on the gravel stage, this time in the Escort. With a bit more experience behind me, this run feels faster than in the Subaru despite the car's lower power output. As I start looking farther down the road, it's possible to keep the power on more confidently and start to use more of that magic 'feel' Jimmy and Rob mention as being the key to driving a rally car quickly.

Even so, I don't feel consistent enough and my ham-fisted operation of the controls is slowing progress. "Not bad," is Rob's verdict. "Just the two things to work on: the straights and the corners..."

With such encouragement ringing in my ears, it's a passenger ride with McRae for some last-minute tips before a timed run. Around the course, his right foot is mesmerising because he seems to drive and steer the car almost exclusively with it.

Then it's my turn. A steady start, a few powerslides, more looking ahead, and then it's TCP time. I turn in, depress the clutch, pull the handbrake... and it happens. I get on the power too hard, too early and spin through 180deg. Game over. I point the car back the right way and finish the stage. My 1min 46sec time is 13 seconds off the pace setter, placing me eighth out of 10. So, no, I won't be giving up the day job any time soon. **A**

● New four-part series 'Idris Elba: No Limits' transmits on Discovery Channel on 6 July at 9pm.





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# NICOLE'S OPPORTUNITY OF A LIFETIME

Nicole Agba, winner of the 2014 Autocar-Courland Next Generation Award, has spent a month-long placement at Peugeot, attending the international press launch of the 208 and working at its Paris design studio. So how has it been?

PHOTOGRAPHY LUC LACEY



**N**icole Agba's month with Peugeot has been a jam-packed, jet-setting affair that included trips to Austria and France to work in a range of different departments. But her first port of call was flagship Peugeot dealer Robins & Day in Coventry, where the 2014 Autocar-Courland Next Generation Award winner cut her teeth on the sales floor. "Looking at the interaction between the brand and the customer is key," Nicole says. "When you talk to customers in the showroom, you can see which areas of the car appeal to them and which don't, and that's a unique snapshot that I can take back to design."

Along with her time in sales, Nicole had stints with the PR and marketing teams. "I found marketing a really fascinating area to work in. It can be stressful, but it's really exciting," she says. "There are so many different aspects to it and it can change in an instant, so you have to be able to turn around the work straight away."

There was no time for Nicole to get too comfortable in Coventry, though. A hectic couple of weeks started with 24 hours in Graz, Austria, for the international press launch of the Peugeot 208, where Nicole gained insights into how Peugeot positions its products to journalists.

Nicole worked with Peugeot's PR team to test drive the hatchback with journalists and to get a taste, first-hand, of how a launch works.

"It was a really intense day," she says. "I was there in a PR role supporting the journalists and answering any questions they had, so I had to know the product really thoroughly. Sometimes I'm a bit guilty of just looking at the design of cars, so it was useful to get a look at everything to do with the technical side of things."

The next stop for Nicole was a week at Peugeot's design studio in Paris and an opportunity for her to further develop her skills as a designer.

"In Paris, I spent the whole time in the design studio, starting in

**'I FOUND MARKETING FASCINATING. IT CAN BE STRESSFUL, BUT IT'S REALLY EXCITING'**





## PEUGEOT'S VIEW

'Nicole can learn an awful lot from the people she's interacting with'

**ANDREW DIDLICK**, communications director at Peugeot, believes it's crucial for the industry to attract the next generation of innovators, and he thinks Nicole should treat all of her Autocar-Courland Next Generation Award work placements as interviews.

"We need young energetic people to come through and be the next generation of designers, managers and engineers," he says. "There are so many other industries that can attract good young people, so we need to find ways of getting new talent very excited and interested in the motoring industry."

"It's great that we have an award like the Autocar-Courland Next Generation Award that

generates huge interest in and around universities, schools and colleges.

"Nicole should view this as a five-month interview with all the other placements as well as this one. Many previous winners have gone on to work in the business because they've impressed people along the way."

"She can learn an awful lot from the people she's interacting with, and not just the designers that she met in Paris but all the marketers and all the sales people as well. If it weren't for this award, you just wouldn't get that experience."

"I wanted her to come away with a really rounded one month's experience of many different facets of our business."

the design lab, where I got to work on a project designing the interior of a superyacht," she explains. "I created concepts for that and found that designing the interior space was a nice contrast from car cabins, because it lets you use more materials that aren't suitable for automotive design. It really helped to broaden my knowledge of materials."

Nicole also spent time with the colour and materials department in Paris, as well as interior design, and her final day was with the research and innovation department.

This presented Nicole with the chance to revisit her own steering wheel concept design – the idea that won her the Autocar-Courland Next Generation Award last year.

The biometric steering wheel monitors the driver's heart and respiration rate to detect signals that can indicate fatigue, anger or nervousness. Should her design make it to production, she has plans to enable the wheel to detect alcohol in the driver's system, immobilising the vehicle if they are over the limit.

"Every department was very keen

for me to present my steering wheel design to them. They all wanted to know a bit more about it," she says. "They were encouraging me to look at it from different approaches, and it was nice to get feedback on how to improve it. It's still something I'm working on and my dream is to see it make it into production one day."

Catching her breath after a busy month at Peugeot, Nicole is grateful for the networking opportunities it gave her and the wealth of experience she gained from every department.

"Peugeot gave me a really varied experience within all areas of the industry and I became completely immersed in the automotive world," she says. "I worked in different areas each week, so every day offered a new experience and challenge."

With placements at Jaguar Land Rover and Peugeot now behind her, a month with Toyota awaits Nicole.

To find out more about how to enter the 2015 Autocar-Courland Next Generation Award, visit [autocar.co.uk/nextgenerationaward](http://autocar.co.uk/nextgenerationaward).





# Volvo XC90

It has big boots to fill and talented rivals to face. Is it up to the task?

**MODEL TESTED** D5 AWD Momentum

● Price £45,750 ● Power 222bhp ● Torque 347lb ft ● 0-60mph 8.3sec ● 30-70mph in fourth na  
● Fuel economy 36.5mpg ● CO<sub>2</sub> emissions 149g/km ● 70-0mph 55.8m

The new XC90 is the culmination of a remarkable period in Volvo's history. Just six years ago – normally the period of time you'd want to develop such a car – the firm was perched on the edge of uncertainty. A nose-diving global economy, falling sales and the desperation of then-owner Ford to extricate itself from European concerns left Volvo adrift on much the same perilous waters that eventually pulled Saab under. Even the immediate solution to its woes – acquisition by Chinese company Geely – seemed precarious. What chance its recovery with a potentially

**WE LIKE** Genuine seven-seat cabin ■ New engine not overawed ■ Confidence inspiring and comfortable



● Radiator grille is part of Volvo's new, bolder, smarter corporate face. Its 'ironmark' badging has been enlarged and its arrow aligned with the diagonal chrome bar on which it's set.



● Headlights are all-LED, and active bending and dipping is standard. The daytime running lights that bisect them are supposed to look like Thor's hammer and will also appear on lesser models.



● Wheels are 19in as standard. Sizes run up to 22in as an option. Having the biggest ones on a Momentum-trim car also means paying for wheel arch spats.



● Unusual interplay between the bonnet creases is a subtle design touch but an attractive one. You'll need the light to catch the panel just so in order to see it.



fickle and impatient foreign investor at the head of the table?

But the clouds have parted spectacularly. Geely (from the outside, at least) has apparently been content to sit back and let the Swedes do what they do best: come up with neat, idiosyncratic solutions to the multitude of challenges that face a comparatively small European manufacturer. Consequently, the XC90 is not merely a replacement for the firm's flagship model. It's also teeming with recently developed tech that will underpin a raft of new models in the next decade.

That's for tomorrow. Today, the



Original XC90 was a long-lived sales hit

car must simply be very good. Which isn't simple at all, of course, because Volvo's new halo is a premium large SUV, and that segment is hardly stocked with underachievers. Among them is Land Rover, a company also

divested by Ford and which has gone from strength to strength under foreign control. Volvo will have noted the company's rise with interest and will hope to convince buyers that its take on seven-seat, all-wheel-drive luxury is at least as compelling as the one that has emerged from Gaydon in the past 18 months.

From launch, it will need to do so with two trim levels: Momentum and Inscription (R-Design comes later) and only two four-cylinder engines, plus a plug-in hybrid version. The entry-level D5 model is likely to be the most popular, so that's what we'll focus on here.

## DESIGN AND ENGINEERING



Although it is new in every conceivable way, the XC90 isn't a dramatic visual departure from its predecessor. It's essentially a tweaked translation of the original brief: a big, squarish and high-shouldered seven-seater in the Volvo mould. That's fine. A Range Rover Sport the XC90 isn't, but utilitarian good looks and neat touches like the standard 'Thor hammer' LED headlights help it to stand out from the bland-athon →

**WE DON'T LIKE** Refinement could be better ■ Poor sat-nav usability ■ Undistinguished cabin plastics



● It wouldn't be a modern Volvo without tail-lights extending up towards the roofline. These ones are particularly handsome and quite discreet. Volvo calls them tattoo-like.



● 'Catwalk' shoulder line pioneered by former design chief Peter Horbury survives into another generation of design language, encircling the car into both bonnet and tailgate panels.



● Roof bars are standard. Both the D5 and T6 models are rated to carry 100kg on them. The figure for the T8 hybrid has yet to be announced.



● Twin pipes appear on Momentum-trim cars. R-Design and Inscription trims get trapezoidal-shaped alternatives, along with more aggressive body styling.





● No push-button start for the XC90. Instead, you toggle a switch left or right for on and off. It's a gimmick, but an oddly satisfying one.



● Clearly, Volvo thinks big steering wheel controls are better than little ones – and to operate, they are. But expect to hit them often accidentally.



● There's room for a couple of cupholders under the console's cover, plus enough space for your keys. None of it bothers your gear-selecting arm.



## MULTIMEDIA SYSTEM

It can be a double-edged sword when a flagship model receives the latest generation of a maker's infotainment system: new is good, but it tends to come with bugs. So it proves with the XC90's, which is intuitive and slick but not faultless.

The decision to have the touchscreen in a portrait format rather than landscape is mostly fine and the functionality of a three-swipe menu system is appreciably simple. One physical shortcut button returns you to a home screen consisting of navigation, media, phone and economy tabs

(with heating, ventilation and air-con controls a permanent fixture at the bottom). The menus beyond are no more complicated and the screen, which you can use with gloves on, is very responsive.

However, the nav (a familiar Volvo weakness) is more of a mixed bag. Here, the portrait view is less helpful, but the broader problem is the manufacturer's bizarre idea of what counts as pertinent information – an overhead two-mile scale map view showing rivers, for example – yet no B-roads. For a firm that prides itself on usability, such oversights are hard to forgive.



← that includes everything from the Audi Q7 to the Kia Sorento.

The underpinnings are far more novel. The XC90 is the first car to sit on Volvo's new modular platform, dubbed SPAR (Scaleable Product Architecture). This technology claims to use a higher percentage of hot-formed boron steel than any other manufacturer and allows the XC90 to be larger, lighter, safer and better balanced than previously.

The platform also enables shorter overhangs and a longer wheelbase, a layout helped by the engine bay's need to be big enough for only four-cylinder engines. Preservation of interior space and weight reduction are also the reasons given for the use of a transverse composite leaf spring in the rear axle. The manufacturer is adamant that its design, when incorporated into a new multi-link suspension, means it has less of an impact on third-row space.

Alternatively, you can opt for air suspension, which does away with the leaf spring and the coil springs in the front wishbones and offers a range of driver settings that include the ability to raise the body by 40mm in off-road mode. Although it is not particularly intended for the muddy stuff, the XC90 will initially be

four-wheel drive only. Its on-demand system is based around a fifth-generation Haldex coupling that's capable of sending 100% of torque to the rear but generally taxes the front alone. The hybrid T8 differs in that its all-wheel ability is delivered by the 81bhp electric motor on the back axle.

Up front, the T8 uses the same 317bhp petrol engine found in the T6. Sharing an identical four-cylinder architecture with its diesel equivalent (along with an eight-speed Aisin automatic transmission), the unit employs turbocharging and supercharging to improve on the output of its predecessor's V8 while emitting just 179g/km CO<sub>2</sub>.

The diesel D5 goes even further. Thanks to i-ART, which locates fuel pressure sensors in individual injectors rather than collectively controlling them via the common rail, the unit develops 222bhp and 347lb ft of torque for CO<sub>2</sub> of 149g/km, putting the two-tonne XC90 on a par with a two-wheel-drive BMW X5.

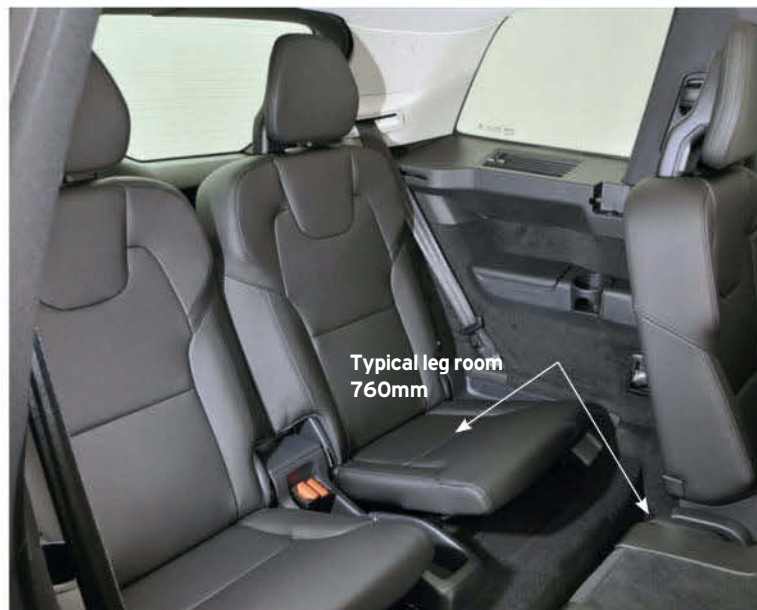
## INTERIOR



The challenge here is monumental. Among the XC90's rivals are the →



● Driver's seat offers plenty of adjustment and the steering column, manually adjustable only, moves over a wide range to accommodate most people's needs.

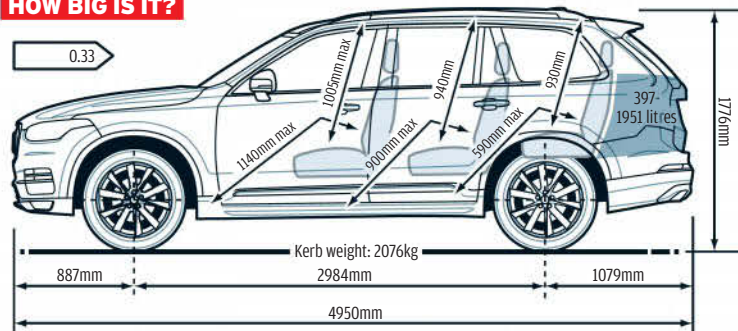


● Second and third rows are very roomy, aided by the long wheelbase and slim seating; final tier of seating housed our 5ft 8in tester with space to spare.



● Boot is a practical 314 litres with all seats raised and 1868 litres with the car configured as a two-seater; electric tailgate opens hands-free for easy access.

## HOW BIG IS IT?



## VISIBILITY

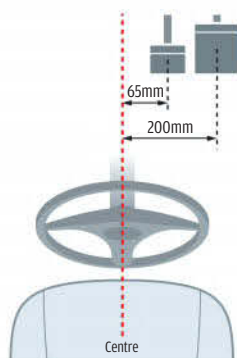
Very good. Tall glasshouse, modest-sized pillars and nice big door mirrors. Surround-view camera is optional.

## HEADLIGHTS

Standard LED headlights are good but not outstandingly bright. Active anti-dazzle functionality is flummoxed by reflective road signs.

## WHEEL AND PEDAL ALIGNMENT

Right-sided offset may be marginally too much for shorter-legged drivers but won't be noticeable to most. Driving position is otherwise excellent.





cut-glass-cool new Q7 and a growing range of Land Rover products that have an apparently firmer grip on modern British design than Sir Norman Foster. The XC90's cabin has already earned serious praise but, aesthetically speaking, at the lower trim level, it doesn't quite scale the imagination of either. What it does instead, in that typically understated Swedish way, is make everything as pleasant to use and as thoughtfully positioned as it could possibly be – often with an idiosyncratic tweak that you won't find anywhere else. A large multimedia screen has allowed the Swedes to follow their inclination for tidying and clean surfaces, the switchgear having been reduced almost to the legal requirement while leaving the basic media controls we all endlessly push.

The effect is as uncluttered and pleasing as an electric sauna heater and almost as simple. Some features – not least the gear selector and

huge steering wheel controls – feel like the requirement for function has overawed eye-pleasing design, but equally there doesn't seem to be much you'll complain about a year down the line.

The rear of the cabin is a similarly strong statement in common sense and far more spacious than, say, a Land Rover Discovery Sport. Volvo's devotion to boxiness pays off, particularly in the third row of seats, where all 5ft 8in of our most modest-sized road tester was accommodated with room to spare (if impinging somewhat on the leg room of the passenger ahead) and in some comfort. A thinned-down design means that the jump seats are the same as those in the second row, albeit without the adjustability. The second row slides and tilts, and everything folds flat to leave a pleasingly level load space. Currently, it requires a modicum of grunting and lever pulling to put everything back where it was (electrically

operated back seats are an option for the future) and you'll still have to climb in to remove the boot cover, but that's pretty much par for the course. The tailgate, helpfully, is powered as standard and can be operated with a wagged foot beneath the bumper.

## PERFORMANCE



Volvo's brave new world has given it, on the face of things, a far more competitive line-up than the old XC90 and its five-cylinder engines could ever offer. Here, it's down by a cylinder and almost half a litre of capacity, yet it still has the kind of power, performance, fuel economy and emissions claims to enable it to compete with the best in the field.

The new 2.0-litre four-cylinder turbodiesel's 222bhp is above average for the sector, in which about 200bhp is the norm. And it's enough to give the Volvo a 0-60mph time of 8.3sec in

our hands. It has been a while since we obtained a set of performance figures for a four-cylinder direct rival for the XC90, but in 2012 the Mercedes-Benz ML250 Bluetec needed 8.8sec to cover the same benchmark, even though it made more torque than the Volvo's 347lb ft.

You can probably assume that the work of Volvo's body engineers is coming to the fore here. The XC90 tipped our scales at a respectable 2076kg – more than the 2009kg claim but well below the Mercedes' 2350kg and half a tonne less than a full-fat Land Rover Discovery.

That relative leanness means the Volvo is one of the most alert cars in the class in response to the throttle. It will accelerate from 30-70mph through the gears in only 8.3sec. The ML takes more than a second longer.

That performance, though, is slightly at odds with the feel you get from the gearbox. Mostly, the XC90's eight-speed automatic is an easy thing to get along with: you stick it

## TRACK NOTES

The Volvo performs pretty well on Millbrook's demanding hill route, over which the agility and, more important, the stability of the XC90 gets well and truly tested. Early on, there are some big-impact ridges, which give the Volvo's suspension a hard time when it's already loaded in a corner and introduce more intrusion and bump steer than you'd find in a Land Rover Discovery or a BMW X5.

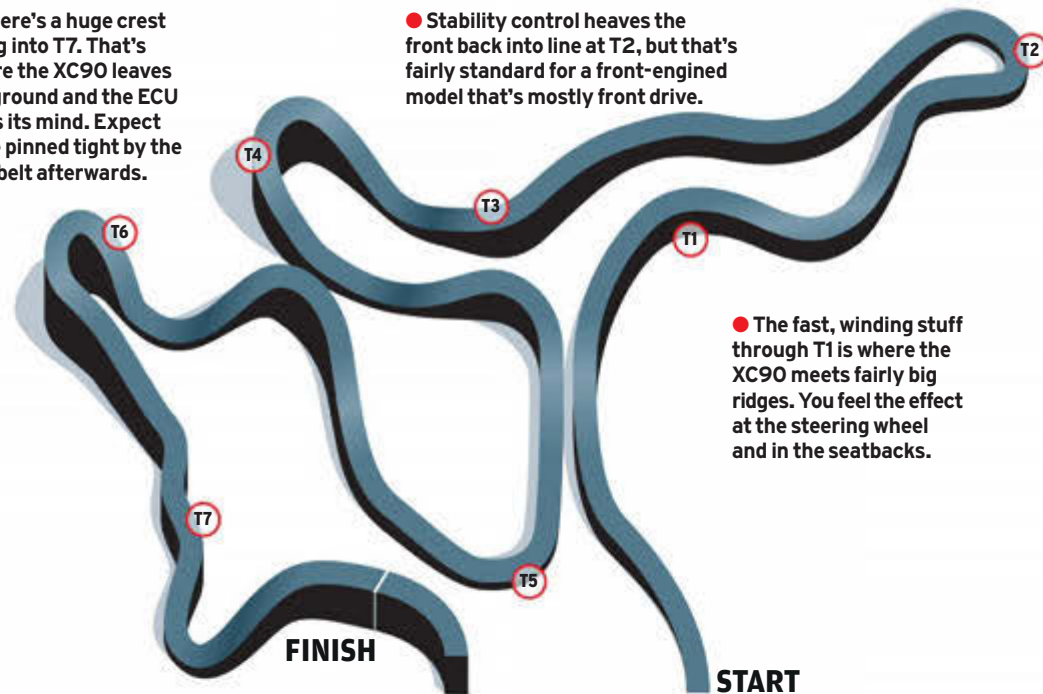
Early hairpins show a willing resistance to understeer but also an early introduction of stability control, although that's preferable to having a car that threatens dangerous body movements. Stability all round is good, in fact, as is cornering refinement.

Later in the lap, however, there is a stern crest that gives the XC90's active systems a hard time. It pulls the seatbelts tight in anticipation of an accident if you tackle it too fast. This is fine, but it fails to release them again once the danger is over, irritatingly.

● There's a huge crest going into T7. That's where the XC90 leaves the ground and the ECU loses its mind. Expect to be pinned tight by the seatbelt afterwards.

● Stability control heaves the front back into line at T2, but that's fairly standard for a front-engined model that's mostly front drive.

● The fast, winding stuff through T1 is where the XC90 meets fairly big ridges. You feel the effect at the steering wheel and in the seatbacks.



## ACCELERATION 11deg C, wet

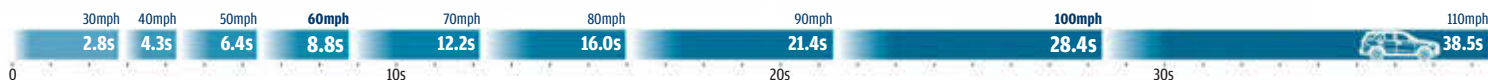
### Volvo XC90 D5 AWD Momentum

Standing quarter mile 16.3sec at 85.4mph, standing km 30.0sec at 108.5mph, 30-70mph 8.3sec, 30-70mph in fourth na

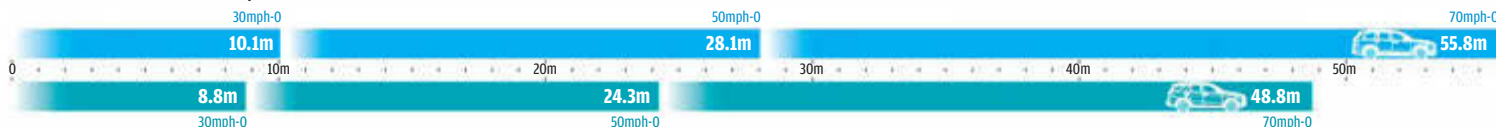


### Mercedes-Benz ML250 Bluetec Sport (12deg C, dry, windy)

Standing quarter mile 16.8sec at 82.0mph, standing km 31.1sec at 103.5mph, 30-70mph 9.4sec, 30-70mph in fourth 10.4sec



## BRAKING 60-0mph: na





On standard suspension, the ride is firmer and more intrusive than you'd expect



There's no great enjoyment to be had here, but there is plenty of security and maturity

in 'D' and leave it at that. But when you ask for more than moderate performance, the gearbox can be a touch slow to respond unless you're extremely firm with your demands. There's no immediate 'S' alternative, so you have to head into the drive menus and ask for the car's responses to be sharpened, by which time the opportunity to overtake or that short stretch of enjoyable road has probably passed.

This isn't the quietest engine in the world, either. The numbers say an ML is no louder than the XC90 at idle and only marginally more so as speeds increase, but the Volvo's note is more clattery than that of the X5 and Discovery we tested it against recently, although it's well within the bounds of acceptability.

We have no complaints about the brakes, though. The XC90 always stops strongly, straight and true.

## RIDE AND HANDLING

★★★★☆

It's a mixed bag here. At times we've been extremely impressed with the way the Volvo goes about things. At

least, we were on the XC90's launch, during which we only had access to cars with optional air springs.

So far, in the UK, we've had only a brief drive on air springs. For most of our work, including all of the road testing on the example you see here, we've been running with the steel/composite spring set-up. Air offers an improved high-speed ride as well as a better secondary town ride over this version, which here involves more patter than we'd have expected on a car in this class.

It's not uncomfortable – far from it – but it's just that, when you think an X5 is going to be the most dynamic and pseudo-sporting car in this class, it's unusual to find that a Volvo is challenging it on a B-road for being the firmest and most intrusive car in the class across high-frequency inputs. There's more body and ride isolation in a Discovery, by far.

The Volvo is rather more competitive when it comes to body control. It feels like a large passenger car, rather than an out-and-out 4x4, absorbing bumps and crests without float or wallow.

It steers consistently and, at three turns lock to lock, has the kind of

steering speed that those coming from an estate car – or an X5 – will be entirely familiar with. Its responses are consistent and linear as well.

Likewise, agility and handling will make those who arrive from a family car feel at home, and those who come from the old XC90 will think it's a borderline revelation. The new XC90 grips well and changes direction without fuss – if also without any great feedback. Nearer its limit, it's safe and predictable, exactly as a Volvo should be. There's no great enjoyment to be had here, but there is plenty of security and maturity. Just be sure you can live with the ride of the steel/composite-sprung car.

## BUYING AND OWNING

★★★★★

Old-guard Volvo buyers used to seeing its bigger models penalised by the warbling old five-cylinder turbodiesel engine will be in for a pleasant surprise when they compare the new XC90's costs of ownership. Our entry-level diesel test car is beaten on CO<sub>2</sub>-derived company car tax liability only by BMW's

two-wheel-drive X5 sDrive25d. On that front, it's considerably lighter on the pocket than most direct rivals.

Our True MPG fuel economy testers produced a real-world average of 36.5mpg, which is commendable for a two-tonne seven-seater. An X5 sDrive25d is narrowly more frugal, but it's rare to see any full-size SUV return better than 35mpg. Over the past few months, the Kia Sorento and Porsche Cayenne Diesel have both fallen short of that particular mark.

The Volvo is not only well priced against its rivals but also well equipped, getting all seven seats, four-wheel drive, LED headlights and Volvo's excellent 9.0in touchscreen multimedia system as standard. Fleet drivers looking to keep their tax liability down should stick with Momentum trim, since the upper-level versions emit more CO<sub>2</sub>. Neither R-Design nor Inscription models get an air-suspended chassis as standard.

Residual values should be excellent, as you'll see overleaf. If you want an SUV that holds its value better, you'll need to buy a Porsche or a Land Rover. No version of the X5 or Mercedes M-Class is currently a better place to put your money. →



## VOLVO XC90 D5 AWD MOMENTUM

On-the-road price	£45,750
Price as tested	£50,975
Value after 3yrs/36k miles	£25,050
Contract hire pcm	£650.45
Cost per mile	89.8p
Insurance/typical quote	33/£865

## EQUIPMENT CHECKLIST

Cruise control	■
LED active bending headlights	■
Auto-folding heated door mirrors	■
Powered tailgate, hands-free opening	■
19in alloy wheels	■
Leather-faced upholstery	■
Third-row folding seating	■
Driver alert control, lane departure warning, road sign info display	■
Front, side and curtain airbags	■
Isofix (second-row outer seats only)	■
9.0in touchscreen multimedia system, Sensus nav, DAB, 10-speaker audio	■
Winter pack (inc heating for front seats, washer nozzles and windscreen)	£575
Intellisafe Pro Pack (inc adaptive cruise control, queue assist, BLIS, rear collision mitigation, lane keeping aid)	£1500
Xenium Pack (inc panoramic sunroof, surround-view camera, park assist pilot)	£2000
Premium metallic paint, Crystal White	£1000
Spacesaver spare wheel	£150
19in 6-spoke turbine alloy wheels	nco
Options in bold fitted to test car	
■ = Standard na = not available	

## RANGE AT A GLANCE

ENGINES	POWER	FROM
D5 AWD Momentum	222bhp	£45,750
T6 AWD Momentum	316bhp	£49,205
T8 hybrid Momentum	395bhp	£59,955

## TRANSMISSION

8-spd automatic ■

## ECONOMY

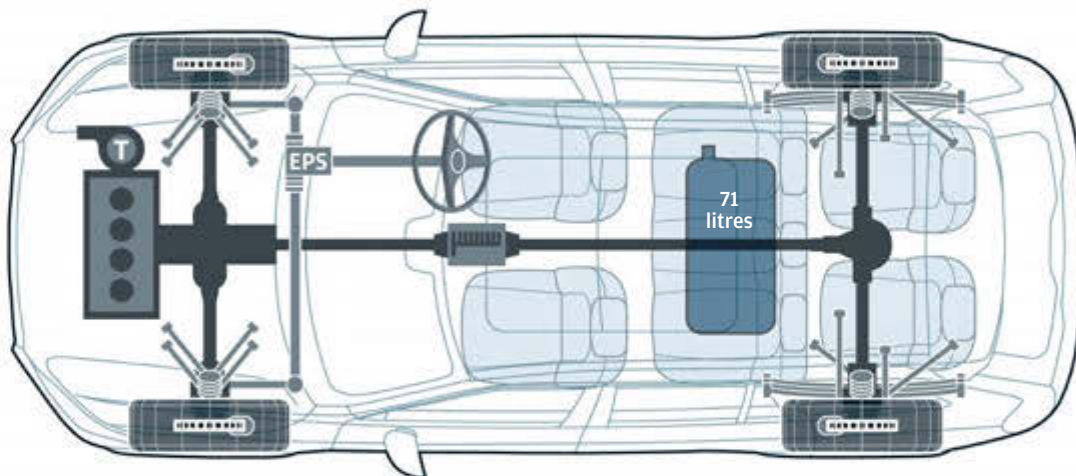
<b>TEST (TRUE MPG)</b>	<b>Urban</b>	34.1mpg
	<b>Extra-urban</b>	39.0mpg
	<b>Average</b>	36.5mpg
	<b>Urban</b>	45.6mpg
<b>CLAIMED</b>	<b>Urban</b>	45.6mpg
	<b>Extra-urban</b>	52.3mpg
	<b>Combined</b>	49.6mpg
	<b>Tank size</b>	71 litres
	<b>Test range</b>	570 miles

## ACCELERATION

MPH	TIME (sec)
0-30	2.8
0-40	4.2
0-50	6.1
0-60	8.3
0-70	11.1
0-80	14.4
0-90	18.6
0-100	23.9
0-110	31.4
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

## TECHNICAL LAYOUT

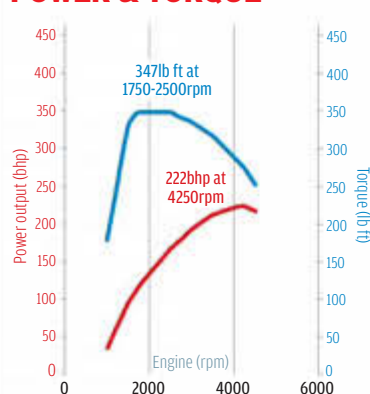
Volvo was an early adopter of transverse engines, which make for bigger crumple zones and better crash safety. The XC90's four-pot diesel drives all four wheels via a Haldex clutch-based coupling. The standard suspension is via wishbones and steel coils up front and an 'integral axle' multi-link system and a transverse composite leaf spring at the rear.



## ENGINE

Installation	Front, transverse, 4-wheel drive
Type	4 cyls in line, 1969cc, turbodiesel
Made of	Aluminium block and head
Bore/stroke	82.0mm/93.2mm
Compression ratio	15.8:1
Valve gear	4 per cyl
Power	222bhp at 4250rpm
Torque	347lb ft at 1750-2500rpm
Red line	4900rpm
Power to weight	111bhp per tonne
Torque to weight	173lb ft per tonne
Specific output	113bhp per litre

## POWER & TORQUE



## CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	2009/2076kg
Drag coefficient	0.29
Wheels	9.0Jx19in
Tyres	235/55 R19, Pirelli Scorpion Verde
Spare	Spacesaver (optional)

## TRANSMISSION

Type	8-spd automatic
Ratios/1000rpm	1st 5.25/5.4 2nd 3.03/9.3 3rd 1.95/14.4 4th 1.46/19.3 5th 1.22/23.1 6th 1.00/28.2 7th 0.81/34.8 8th 0.67/42.1
Final drive ratio	3.08:1

## SUSPENSION

Front	Double wishbones, coil springs, hydraulic dampers, anti-roll bar
Rear	Integral axle, leaf spring, hydraulic dampers, anti-roll bar

## STEERING

Type	Electro-mechanical, rack and pinion
Turns lock to lock	3.0
Turning circle	11.8m

## BRAKES

Front	345mm ventilated discs
Rear	320mm ventilated discs
Anti-lock	Standard, with EBD and Brake Assist

## CABIN NOISE

Idle	45dB
Max rpm in 3rd na	
30mph	62dB
50mph	65dB
70mph	68dB

## SAFETY

ABS, DSC, City Safety with Full Auto Brake, Safe Positioning system, Lane Departure warning	
EuroNCAP crash rating	Not tested

## EMISSIONS & TAX

CO <sub>2</sub> emissions	149g/km
Tax at 20/40% pcm	£206/£412

## ACCELERATION IN K'DOWN

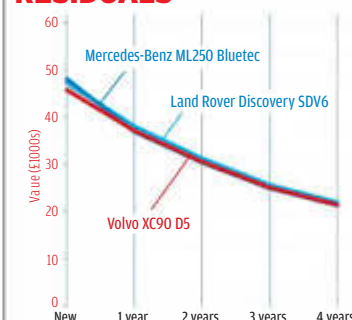
MPH	TIME (sec)
20-40	-
30-50	3.5
40-60	4.1
50-70	5.0
60-80	6.1
70-90	7.5
80-100	9.5
90-110	12.8
100-120	-
110-130	-
120-140	-
130-150	-
140-160	-

## MAX SPEEDS IN GEAR

1	26mph 4900rpm
2	46mph 4900rpm
3	71mph 4900rpm
4	95mph 4900rpm
5	113mph 4900rpm
6	137mph 4863rpm
7	137mph 3939rpm
8	137mph* 3258rpm

RPM in 8th at 70/80mph = 1665/1902

## RESIDUALS



● Follows the original XC90 in retaining its value very well indeed. Discovery strong at end of life, though.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the XC90, contact Volvo Cars UK, Scandinavia House, Norreys Drive, Maidenhead, Berkshire, SL6 4FL (01628 422522, volvocars.com/uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

## AUTOCAR ROAD TEST

Read all of our road tests [autocar.co.uk](http://autocar.co.uk)



# Volvo XC90 D5

## AUTOCAR VERDICT ★★★★★☆

A very impressive all-rounder with its own distinctive appeal



The original XC90 catapulted Volvo's brand values – safety, practicality, clear-headedness – into new territory. It worked because it made eminent sense and buyers grasped it immediately. Its replacement, for all the investment and tech push, won't have them straining their imaginations, either. One imagines Volvo's modus operandi being roughly equivalent to Land Rover's when it came to the new Range Rover: we want it to be the same, but better.

In that, Volvo has succeeded admirably. Sound judgement – in performance, spaciousness, efficiency, styling and cabin ambience – is as unmistakable as lacquer on pine. There are niggles, certainly, but no more than you'd expect from a car developed briskly, on a budget and bulging with new features. Tellingly, 3500 customers in the UK didn't even need to see a new XC90 to buy one. Volvo, with quiet rationality and no little ambition, has rewarded their blind devotion.

### TESTERS' NOTES



**NICK CACKETT**

Don't doubt how impressive the third row is. In recent memory, only something as deliberately roomy as the Seat Alhambra has managed to be more comfortable.



**MATT PRIOR**

In bright sunlight, it doesn't take many finger marks to seriously affect readability of the central touchscreen.

### SPEC ADVICE

Stick with Momentum spec. Volvo's Winter and Intellisafe Pro options packs should make your car easier to sell. Add to those air suspension (£2150), Apple CarPlay for the media set-up (£300), surround-view cameras (£700) and a spacesaver spare wheel (£150).

### JOBS FOR THE FACELIFT

- Add an 'S' option for the eight-speed gearbox.
- The motor is superb, but can we have it quieter, please?
- Making the ride a little more isolating wouldn't hurt, either.

### AUTOCAR ROAD TEST TOP5

MAKE	1st	2nd	3rd	4th	5th
<b>Model</b>	<b>LAND ROVER</b> Range Rover Sport SDV6 HSE	<b>VOLVO</b> XC90 D5 AWD Momentum	<b>PORSCHE</b> Cayenne Diesel	<b>LAND ROVER</b> Discovery SDV6 SE Tech	<b>BMW</b> X5 xDrive25d SE
<b>Price</b>	£61,255	£45,750	£50,441	£47,500	£47,460
<b>Power</b>	302bhp at 4000rpm	222bhp at 4250rpm	258bhp at 4000rpm	252bhp at 4000rpm	215bhp at 4400rpm
<b>Torque</b>	516lb ft at 1500rpm	347lb ft at 1750-2500rpm	428lb ft at 1750rpm	443lb ft at 2000rpm	332lb ft at 1500-2500rpm
<b>0-60mph</b>	7.2sec (claimed, to 62mph)	8.3sec	7.3sec (claimed, to 62mph)	9.3sec (claimed, to 62mph)	8.3sec
<b>Top speed (claimed)</b>	130mph	137mph	137mph	112mph	137mph
<b>Fuel economy (combined)</b>	40.4mpg	49.6mpg	42.8mpg	35.3mpg	48.7mpg
<b>Kerb weight (claimed)</b>	2115kg	2009kg	2185kg	2570kg	2040kg
<b>CO<sub>2</sub>/tax band</b>	185g/km, 35%	149g/km, 27%	173g/km, 32%	203g/km, 37%	154g/km, 28%
<b>Verdicts on every new car, p74</b>	Land Rover spent time on this car and it shows. Less space than an XC90; better everywhere else. ★★★★★	A proper statement of intent. Its imperfections are far outweighed by the likeable stuff. ★★★★★	Better to drive than the Volvo but obviously not as practical or affordable to own. ★★★★★	Disco's days are nearly done but it still seems brilliant – and in ways the XC90 can't match. ★★★★★	Has drifted a little from its position as the driver's choice. Still good. Volvo better. ★★★★★



## LETTER OF THE WEEK

### Capri stun

I don't want to have to wait until 2025 for a new Ford Capri ('Creative Sparks', 3 June) – I want one now.

As a lifelong Capri fan, I can say that Jonathan Wells has pretty much nailed that design. It perfectly captures the spirit of the Capri without being overtly retro.

If I could nit-pick, it would be that the side profile needs to be stretched a little, along with the classic rear side window. It needs to reflect its four-seat layout, and Jonathan's image looks more like a two-seater.

However, he has hit the bullseye with the majority of the styling cues; the seven-spoke 'RS' wheels are a great touch, as are the 'Injection' pinstripe, the subtle power bulge on the bonnet and the quad headlights.

**Paul Tucker**

Newbury, Berkshire



### WIN

Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95

**Valet PRO**  
PROFESSIONAL VALETING SUPPLIES

### ISSUES AVAILABLE

I have several hundred issues of Autocar, dating from the 1970s up to 2014 and also a few from the mid-1960s. If any reader wishes to view them with the objective of buying the entire collection, they are welcome to contact me.

**Kim Potter**

via email

Interested readers should contact us at autocar@haymarket.com and we'll pass the details on to Kim – MB

### WIFE LOVES MY C63

Your road test team may think the Mercedes-AMG C63 lacks visual presence, but some beg to differ.

My wife hated my Porsche – it was yellow and I bought it without her permission. She felt vulnerable in my Lotus Elise because it was so small, and intimidated by my Maserati (so was I, if truth be told).

But she loves my C63 Estate (with Performance Pack). That it blends seamlessly into the background is what ticks all the boxes. It's as anonymous as every other C-Class diesel at the supermarket, but she agrees that you really do need nearly 500bhp when transporting the ladies of her Women's Institute, and I can barely persuade her to part with it – even for something as subtle as the new C63.

**Neil Osborn**

Peterborough

### INSIDE DEALING

The quality of the steering wheel and gearknob on the Ssangyong Tivoli illustrates where some manufacturers are currently missing a trick when designing interiors (First Drives, 3 June).

Sure, adding a modern touchscreen can bring glamour to a cabin, but nothing beats the look and feel of a quality wheel



Tivoli needs quality wheel and gearknob

and gearknob; it's the motoring gift that keeps on giving.

Take a leaf out of Porsche's book, chaps: put your resources behind one excellent effort rather than half a dozen average ones. You know it makes sense.

**Mike Spencer**

via email

### SPRING STORY

Matt Prior discussed the leaf spring used in the new Volvo XC90 (Tester's

Notes, 3 June) without making it clear that it is a single composite leaf spring used transversely with double wishbone geometry.

However, only the 1990s Volvo 960 (with the gorgeous all-alloy, 3.0-litre straight six twin-cam engine) had this arrangement at the rear. The 2.0-litre 940 had a live axle with coil springs.

It didn't work particularly well on the 960 because its ride quality wasn't a patch on the equivalent BMW 5-Series.

An unusual arrangement it may be, but not unheard of: Chevrolet has used a similar set-up on numerous generations of Corvettes, and even the original HA Viva had a similar set-up at the front, albeit not with a composite spring.

It will be interesting to see how well it works on the XC90.

**George McDonald**

Gourock

Thanks for the info, George – MB

### AUTOCAR

What you're saying on autocar.co.uk

### TVR's plans for a new sports car family

Would love a new TVR that harks back to the Cerbera. Or a 1.0 or 1.6 Ecoboost-powered car in the mould of the stillborn Tina.

**Nathsky**



I am so pleased to see the return of TVR. That idiot Russian should never have been allowed to take control.

**jonboy4969**

I hope it looks close to the picture.

**Oktoberfest**

A TVR, with a manual gearbox. Designed by Gordon Murray. The most pleasing idea in a long time.

**eseaton**

I hadn't taken TVR seriously before, but

three words have changed that: Gordon, Murray, iStream.

**KenF**

Cosworth and Murray could turn TVR into a serious player.

**Saucerer**

Mrs Osborn would be lost without her 500bhp AMG wagon







The Viva left us cold, but Mark reckons it could be a good buy

#### LONG LIVE THE VIVA

For £8000, I think the Vauxhall Viva is a bargain for those who need a runabout or live in town.

**Mark Fisher**  
via email

#### THEN AS NOW

Some comments from your review on the new Vauxhall Viva.  
"The steering offers little feedback but is well weighted and accurate."

"Performance is pedestrian, even when you flog the engine absolutely senseless."

"The gearbox is sweet and slick, but the clutch pedal action is rather soft."

"The cabin is smart and spacious – there's even comfortable seating for tall adults in the back."

"What's frustrating is that the Viva seems to have unrealised potential."

Put these quotes together and you

get the perfect description of my first car, a 1964 Vauxhall Viva HA.

**John Sullivan**  
via email

#### STAY SHARP

Are we truly safer as a package? Cars are getting safer, no doubt. With new technology, modern cars take a major lack of judgement or serious provocation to get them out of shape.

The real question is whether the driver/car combination is any safer. When I started driving, most cars were rear-wheel drive with no ABS, let alone traction control. About 80bhp on a damp B-road was more than enough to get you into trouble without serious respect for the car's capabilities, and the level of alertness while driving was very high.

I have always thought of myself as a highly alert and capable driver, but it wasn't until I left the cossetting surrounds of my Audi S8 and jumped back into an old Midget that I realised how lazy a driver I had become.

There is a lot to be said for returning to basics regularly and reigniting the true feel of a car's capabilities.

**Jon Wright**  
via email

*You certainly have a point, Jon, but road deaths are falling, so we must be doing something right overall – MB*

#### PIECH'S POSH PROFIT PUSH

Ferdinand Piëch's wish to move Volkswagen upmarket into premium brand territory and achieve commensurate high profit margins was understandable, but a VW badge and Passat-plus styling were the proverbial albatross around the Phaeton's neck. If VW are building another one, maybe the supervisory board should create a new brand, as Toyota did with Lexus.

**Donald Angus MacKay**  
Inverness



# NEXT WEEK

Inside the magazine – on sale 24 June

## ROAD TEST



**Ariel Nomad** Our test experts assess Ariel's new on and off-road sensation



### SPECIAL REPORT

**Bentley Bentayga**

We join the Crewe company as it hones its all-important SUV



### FIRST DRIVE

**Mercedes-Benz GLE Coupé**

First impressions of Stuttgart's high-rise rival to the BMW X6

## MOTORSPORT



**Glorious Goodwood** How to get the most out of this week's Festival of Speed

CONTENTS SUBJECT TO CHANGE



# OUR CARS

A week in the life of Autocar's fleet

AUDI A6 AVANT	AUDI TT	BMW ACTIVE TOURER	CITROEN C4 CACTUS	FERRARI FF	FORD FOCUS	FORD MONDEO	HYUNDAI i20	KIA SOUL EV
								
Barnaby Jones	Stan Papior	John Bradshaw	Lewis Kingston	Steve Cropley	Tim Dickson	Luc Lacey	Aaron Smith	Hilton Holloway



## Mercedes-Benz E-Class Estate

**FIRST REPORT** Is a used E-Class diesel wagon the answer to any busy family's needs? We're about to find out

**Y**ou'll not be surprised to learn that I am often asked to name my favourite car, and the answer is easy: it is the one that does its job better than any other, regardless of what that job might be. So among my favourite cars of the present are the Rolls-Royce Phantom, LaFerrari, Ariel Atom 3.5R, BMW i3, Smart Fortwo, Land Rover Defender and the Mercedes-Benz E-Class Estate.

I am quite serious about this. What strengths should an estate car offer? First, I require it to have a big boot, and if that sounds like a statement of the blindingly obvious, someone tell Volvo; there are Volkswagen Golfs you these days can buy that will carry more clobber than its largest estate. I also require it to be quiet and remain comfortable regardless of load. And I'd

like it to be pleasant to drive, but as that applies to any car, I wouldn't want to dwell too much on that here.

First and foremost, the E-Class is a phenomenal estate car with a load area that dwarfs those of comparable BMWs, Audis and Jaguars. The rear seats also fold just about flat, which isn't a given elsewhere either, while access through that vast tailgate is simply superb. The E-Class is definitively fit for purpose. And as a father with a wife and two sport-mad teenage children, it's going to fit into my life brilliantly.

I expected the car to ride superbly, too, especially as it was supplied on standard rims, but it doesn't; it's merely very good. I've driven E-Class wagons with comfort levels you'd genuinely need a Rolls-Royce to beat significantly, but all have had the optional air



The widely adjustable driving position accommodates all 6ft 4in of Frankel with ease



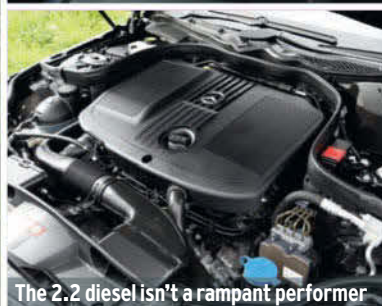
LEXUS NX300H	MAZDA 2	MERCEDES-BENZ E-CLASS ESTATE	PORSCHE PANAMERA	RANGE ROVER SPORT	RENAULT MEGANE RS	RENAULT TWINGO	SEAT LEON X	SKODA OCTAVIA	SUZUKI CELERIO	TOYOTA GT86	VOLKSWAGEN GOLF R	VOLVO V60
Mark Pearson	John McIlroy	Andrew Frankel	John McIlroy	Steve Cropley	Matt Prior	Matthew Burrow	Mark Tisshaw	Matt Burt	Steve Cropley	Matt Prior	Allan Muir	Hilton Holloway



Our car has air springs on the rear only, so the ride is merely very good



The standard stereo is a decent bit of kit



The 2.2 diesel isn't a rampant performer



Class-leading boot fulfils Andrew's 'fit for purpose' brief

## There is something agreeable about running a car devoid of pointless gadgets

suspension at the front. This one – a year-old E220 CDI with just over 13,000 miles on the clock – does not.

In fact, it doesn't have a single option of any kind, suggesting to me that it was probably ordered by some fleet chief somewhere for a middle-management executive at the upper end of his allowance. But I don't mind at all; I'm so old that I can remember the days when Mercedes was so mean that an S-Class didn't come with a radio as standard, but in the now-defunct AMG Sport trim of this early 2014 model you get (artificial) leather seats, a digital radio, iPod connectivity, front and rear parking

sensors, cruise control, automatic wipers and dipping lights, Bluetooth and full navigation as standard.

Indeed, and as someone who has frequently run cars with options bills adding up to the price of an entire other car, there is something rather agreeable about running a car devoid of pointless gadgets. It also means I expect the car to retain its value exceptionally well during six months in my care.

I've had it for a few days and, like most Mercedes but perhaps more so, it's the details that make the car so easy to live with that stand out. Just in the driving environment, these include

more rearwards seat adjustment than even I, at 6ft 4in tall, could ever need, a huge range of reach adjustment for the steering wheel and a tiny, tiny turning circle, despite its long, long wheelbase. I'd like a little additional lumbar support on the part-electric seats, but I have yet to complete my first seriously long journey, so I will let you know.

As for the engine, Mercedes' 2.2-litre four-cylinder diesel is a simple workhorse that's sensitive to installation; in an old C-Class it was appallingly noisy, but in here, and as long as you are on board, its part-throttle refinement is more than good enough. I simply have to accept that those outside listening to it draw up may conclude that I've arrived not by Mercedes-Benz but Massey Ferguson.

Mercedes' figures say it's capable

of more than 60mpg, which is clearly a fantasy, but if it gets near 45mpg I'll be happy, especially after running a BMW X5 that struggled to better 32mpg.

What interests me more is whether I'll find its rather limited performance in the least tiresome. I will go one way or the other: either I'll become annoyed by its inability to get past traffic on the roads near where I live, or I'll simply zone out and relax in the company of the better-than-average stereo. Of this and more I shall let you know next time.

[andrew.frankel@autocar.co.uk](mailto:andrew.frankel@autocar.co.uk)

**Mercedes-Benz E220 CDI AMG Sport Estate**

**Price new (2014)** £38,555 **Price now** £27,950  
**Options** None **Economy** 41.3mpg **Faults** None  
**Expenses** None





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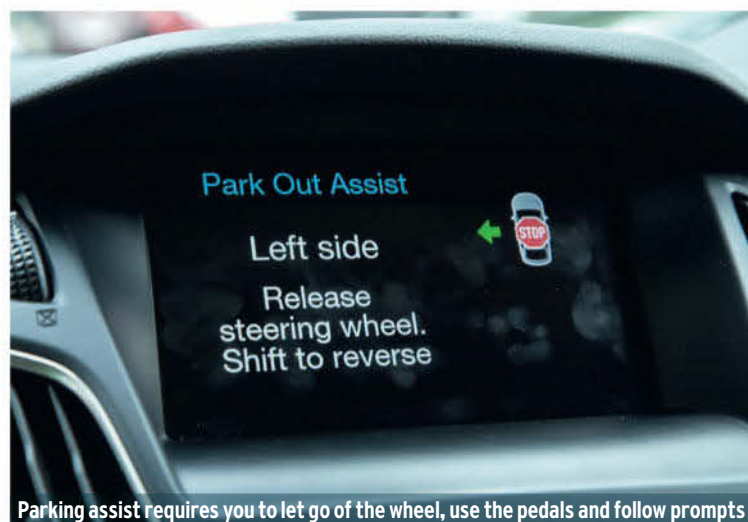


# Ford Focus

**Mileage | 4850** Look, mum, no hands: time to try out the Ford's parking assist function

**F**uel economy first – everyone's favourite subject. Overall, the Focus has recorded 58.5mpg, although over the past 2600 miles of sustained restrained driving I've managed 62.3mpg. That's travelling a little more sedately than most people but not so slowly that it takes any longer to get anywhere. Best so far is 78.6mpg (the trip said 79.8mpg), but you don't want to be driving like that all the time. Well, I don't, but it proves it can be done.

In the past, I've not found it easy to get decent economy from Ford's diesels. With, say, the Volkswagen Group's TDIs, incremental efforts to extract better economy result in incremental improvements in the miles per gallon figure, but Ford's engines have returned mediocre to average figures no matter how carefully they've been driven –



Parking assist requires you to let go of the wheel, use the pedals and follow prompts



unless you really, really put your mind to it. The new 1.5 TDCi is different. Drive it hard and the economy drops, but the more you try to save fuel, the more fuel you save. Just as it should be.

Our Focus comes with some clever tech, including a semi-autonomous hands-off (but not feet-off) parking assist function, which is part of the £850 Convenience Pack. It uses sensors that detect stuff along the whole flank of the car to sniff out empty parking spaces. The sensors, incidentally, are prone to detecting things at other times, too, such as cyclists and motorcyclists filtering past in traffic, but they're a bit slow to react and only beep at something once it's been and gone. I've yet to decide if that's annoying or not.

Anyway, the Focus can do both parallel and perpendicular parking, so I gave the latter a try. After some initial disagreement, it went quite well, but the hard bit was getting the car to spot a vacant space in the first place. Once it had found one, watching the wheel do its thing while I followed the prompts to work the pedals was a bit eerie. The Focus ended up just where it needed to be, although it took a little longer than if I'd done it myself. Still, for real parking-phobes, the system could be a godsend. [tim.dickson@haymarket.com](mailto:tim.dickson@haymarket.com)

## Ford Focus 1.5 TDCi Zetec

**Price** £19,495 **Price as tested** £21,670

**Economy** 58.5mpg **Faults** None

**Expenses** None **Last seen** 20.5.15



# Porsche Panamera

## Mileage 3750

We've fully settled into our hybrid Panamera now and the routine of daily charges at the office. Porsche supplies a (hefty) bag containing a three-pin plug and transformer, and an industrial electrical connector – but neither is really suitable for our

office's 32A chargers, so I've resorted to using a heavyweight Mennekes cable that we had lying around instead. It generally takes about three hours to regain full capacity.

I can now predict the fuel economy pretty accurately, based on the level of charge. Evening commutes can be

north of 55mpg as I cruise electrically from our offices to the motorway, then allow the system to flick the engine on and off as required along the M3 before going back to pure-electric power for the final few miles home. I'm very impressed by how smoothly the supercharged V6 turns on and off.

Things aren't quite so rosy on the way back into work the following morning. I'm still unable to charge up at home, so I rarely start my journey with more than three or four miles of pure-electric range. Still, the Panamera manages about 35mpg, which I don't consider unacceptable for a two-tonne, five-metre-long behemoth.

I'm informed that the pure-electric range of the Panamera is greater – in theory, at least – than the 12 miles that I quoted in my first report. It should be up to 22, although I've yet to see anything approaching that. My gentle driving style is nudging up the car's own estimate of its pure EV range, though. A full day's charge gives me a predicted 14 miles.

In non-economy news, I have

resigned myself to reading the manual in a bid to sort out the boot cover. It looks simple enough to slot into place, but the tension involved means that any unsuccessful attempts (and there have been several) to attach what passes for the parcel shelf are rewarded with it snapping back with such ferocity that I fear for my own health. [john.mcilroy@haymarket.com](mailto:john.mcilroy@haymarket.com)

## Porsche Panamera S E-Hybrid

**Price** £84,401 **Price as tested** £97,498

**Economy** 40.2mpg **Faults** None

**Expenses** None **Last seen** 27.5.15





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## THE LOG BOOK

**Volkswagen Golf R****Mileage 2666 Last seen 27.5.15**

The 'auto hold' function on the DSG Golf's electronic handbrake is really convenient. It not only holds the car stationary on inclines but also automatically engages the handbrake whenever you turn the engine off or come to a halt. This means you can take your foot off the brake pedal in a queue. A touch on the accelerator pedal releases it. **AM**

**Renault Twingo****Mileage 2200 Last seen 20.5.15**

After a weekend in the Range Rover Sport, I thought getting back into the Twingo would be a shock to the system. However, the Renault is actually much better suited to my day-to-day driving in London. The Sport may be more comfortable, but the Twingo is a quicker way to cross town. I can sneak through smaller gaps in traffic, and other road users are more likely to let me pull out. **MB**

**Skoda Octavia Estate****Mileage 2753 Last seen 20.5.15**

In my old Seat Leon Cupra, the cruise control was operated via its own stalk behind the steering wheel. In the Octavia, the speed control is a rocker switch on the end of the indicator stalk. I didn't like it at first and kept indicating by mistake. Now I think it's better; you can use a fingertip to adjust your speed while keeping your paw on the wheel. **MB**



# Volvo V60

**Mileage | 12,681** Round-town ride issues reiterate our Volvo's long-distance credentials

**A** recent five-day spell of travelling underlined just how much happier and accomplished the V60 is out of town than it is in it.

The biggest complaint so far with this car has been its in-town ride. Not only is the chassis unable to smooth out ruts and bumps but it can also get caught out by dips and sunken road surfaces.

At low speeds, combinations of short-frequency undulations can have the car bucking in a remarkably unsettling matter. That may sound overly dramatic and it does only last for a couple of seconds at a time, but the car's reaction can be quite eye-opening.

A colleague who borrowed the V60 for a few days noticed that the tyres had been inflated to the maximum recommended pressure of 38psi, which is intended for maximum fuel economy. Lowering them to 33psi (recommended for a loaded car and a maximum speed of 100mph), he reported that the ride "was better, but still not great".

And while we're picking holes in the V60's urban performance, low-speed gearshifts can be jerky. That's possibly because the automatic gearbox is connected to a turbodiesel engine with such an immediate build-up of torque. The engine delivers around 103lb ft at its 800rpm tickover before shooting up to



The V60 blends a decent amount of cabin space with restrained exterior dimensions

a solid 295lb ft at not much more than 1900rpm. In the cut and thrust of the capital's traffic, especially from a quick standstill, you can understand why the automatic 'box can struggle to shift up quickly enough.

All of which might sound a bit irritating – and it is until you get out of town and onto fast-flowing roads. On a recent sprint out of central London up to Duxford aerodrome in Cambridgeshire, the V60 proved again what a supreme long-distance machine it is.

The combination of the engine's high-speed refinement, substantial torque delivery between 1800rpm and 2800rpm and extremely well-judged gearing means the Volvo sweeps all before it. The cabin is quiet, the seats are almost unbeatable and the car feels like it's surfing on a wave of torque. Overtaking is not far off effortless.

Moreover, if you can resist using all the

performance, fuel economy is at the thick end of 50mpg, which is probably twice that which it achieves in heavy traffic. This is an impressive car, but it is clearly optimised for long-distance running.

In fact, the V60 and I have not seen much of each other over the past few months, mostly because it is in demand from other members of the team. One of the reasons, I think, is the car's balance of interior space against sensible exterior dimensions.

Sure, it's not the most capacious load carrier, especially when the rear seats are in place, but it is a decent size for an executive car. It's not too wide (cars such as the Ford Mondeo struggle with regular parking spaces and squeezing through urban traffic) but still has an extremely comfortable cockpit.

**hilton.holloway@haymarket.com**

**Volvo V60 D4 Geartronic SE Lux Nav****Price** £33,245 **Price as tested** £36,370**Economy** 41.3mpg **Faults** Mirrors squeak when auto-folding **Expenses** None **Last seen** 20.5.15

The comfortable seats are among the best you'll sit in



# DEALS

Bargain new  
and used motors



## The inside line on wise buying

As a used car buyer, how do you spot a peach from a lemon? **James Ruppert** reveals some handy hints

**T**his week I am indebted to an Autocar reader who asked for my opinion of paint depth gauges. If you have never come across one, it is a magical little device that the pros use to tell them in an instant how many microns of paint are on each panel. The paint is dead even when the car first comes from the factory, but if there has been a respray, then you can tell in a few seconds and investigate further.

After several bad experiences of buying cars privately and from dealers, the reader wondered whether or not he would be better armed with one of these devices. At the cheaper end of the scale, they are still more than £200. I don't think that it's possible to justify one and I buy, on average, two or three cars a

year. If I had used a paint depth gauge on my BMW Shed 7, for example, I probably wouldn't have bought it. Sometimes you can know a bit too much about the used car you're about to buy.

Here's the thing: buying a used car is 90% absolute luck. The remaining 10% is you taking the time to take a few precautions. The simple fact is that a car can go wrong the day after you've bought it. That's just the nature of the used car gods, who can be fickle at the best of times.

So what would I put in my sheepskin coat pockets? Well, a fridge magnet was sensible enough back when cars rusted and dollops of filler were the norm. But there doesn't seem to be much point in that these days unless



Ruppert's Shed 7 has proved a good buy

you're looking at a tarted-up classic. Ditto a screwdriver, because no one likes having their motor prodded and you would have to ask first. Again, though, it's a must-have when it comes to buying classics. Moderns, though, don't need tricks. A data check tells you an awful lot and the rest is up to your eyes and ears. Actually, the very best thing you can take on a used car shopping trip is someone else.

**Buying a used car is 90% absolute luck. The remaining 10% is you taking the time to take a few precautions**





**P70** James Rupert  
Used car expert



**P72** Aaron Smith  
Deals expert



**P74** Nic Cackett  
Data expert

Take a mate along with you to view the car before you buy



## BANGERNOMICS BEST BUYS



### READER'S CAR: CITROËN BX

Neil Osborn needed a budget car that would be insurable for his 19-year-old on a university Christmas break and was offered a 1989 Citroën BX 14 with 42,000 miles. It had stood for nearly a year but came with a new cambelt, water pump, back box and a fresh MOT certificate, all for £800. Neil says: "We've done 1500 miles and it's as sweet as the proverbial nut. It's got a few scrapes from its previous life but my wife and I love it and will probably keep it forever. Our son? He'll remember to use the choke eventually..."

### SEND YOUR BANGERNOMICS TALES TO JAMES

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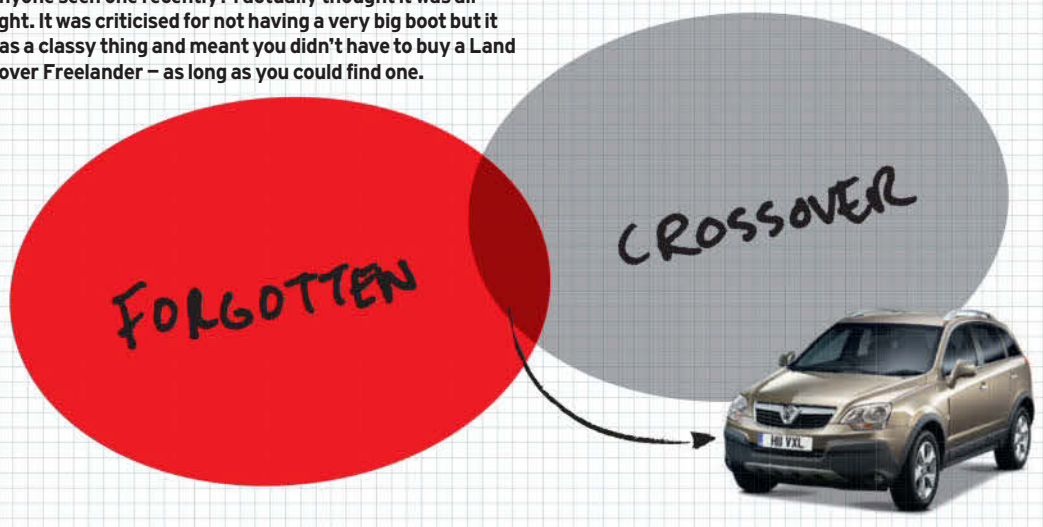


### WHAT CAUGHT MY EYE THIS WEEK: PAPER LICENCE, RIP

The DVLA came to my notice again, this time with the end of the paper licence. Has anything ever been so badly explained? No wonder they cause such upset with their attempts at vehicle misadministration.

### USED CAR DILEMMA: VAUXHALL ANTARA

Anyone seen one recently? I actually thought it was all right. It was criticised for not having a very big boot but it was a classy thing and meant you didn't have to buy a Land Rover Freelander – as long as you could find one.



A mate would be good, or ideally the other half who may not just be sharing the wheel sometimes but is most likely to be putting some cash into it. It's best if they are not as susceptible as you to the charms of an old motor and are able to point out all of those obvious things that you've missed.

What should you see? Decent tyres. I like those. Same brands, decent tread: always a good condition of decent care. Consistent, ideally family ownership, not 32 previous owners. Oh, and I'm a snob, so I like buying from owners with big, posh houses. Always works.

Rather than a paint depth gauge, what I always take with me on excursions to buy motor cars is a great big wedge of industrial grade cynicism.



# Road-going Le Mans racers

On the back of this year's Le Mans 24 Hours, **Aaron Smith** takes a closer look at five ballistic road-going versions of the endurance racers that would be well worth seeking out

## 1 Nissan GT-R (2008-present)

Three Nissan GT-R-badged cars entered this year's Le Mans 24 Hours, albeit very different machines from the road-going one.

This GT-R scrambled enthusiasts' brains on its launch in 2008. We called it "a brutal demonstration of what can be achieved by an engineering team fixated on creating the ultimate point-to-point machine".

Grip from the all-wheel-drive

super-coupé is seemingly endless, while performance is outrageous. The earliest models pack a 473bhp twin-turbo 3.8-litre V6 engine mated to a six-speed dual-clutch automatic gearbox. Result: 0-62mph in 3.5sec and 190mph.

GT-Rs hold their value extremely well. Even a six-year-old model will cost from £35k. Be wary of modified ones and insist on a full history.



2



## Ferrari 360 Modena (1999-2005)

When Ferrari launched its replacement for the gorgeous F355, it ushered in a new era for the marque. The 360 Modena's aluminium spaceframe chassis was 40% stiffer than the F355's steel platform and it was nearly 30% lighter.

Powered by a high-revving 3.6-litre normally aspirated V8 engine, the 360 Modena pumps out 400bhp at 8500rpm

and 275lb ft of torque at 4750rpm. The 0-62mph sprint takes 4.5sec and it won't let up until it hits 189mph.

The 360 also represents possibly the cheapest way into Ferrari ownership, with examples starting from £32,000 with 80k miles and full service history. Look out for corrosion and be prepared for costly maintenance bills, though.

## Porsche 911 GT3 (1999-2005)

Seeing and hearing 911 GT3 RSRs bellowing up the Mulsanne Straight has been a popular activity at Le Mans for years. You can't buy an RSR for the road, but you can have the next best thing.

The 996-generation GT3 is all about poise, agility and driver involvement rather than outright pace. Even so, it's no slouch. With a 355bhp 3.6-litre

normally aspirated flat six at the rear and a glorious six-speed manual gearbox, it covers 0-62mph in 4.7sec and has a top speed of 187mph. One of the highlights is that engaging flat six howl at 7000rpm.

You'll have to dig deep for a 996 GT3. They start at £67k and climb beyond £80k for a pristine example. It should be a sure-fire investment, though.

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### Chevrolet Corvette C6 (2004-2013)

The Corvette C6.R had considerable success in GT racing and a road-going Corvette C6 can be snapped up for a relative bargain on UK soil.

Up front is a mammoth 6.2-litre LS3 V8 engine, which puts out 430bhp and 428lb ft of torque. All that energy is pumped through a six-speed manual gearbox to the rear wheels and is enough

to secure the 0-62mph dash in 4.8sec and a top speed of 190mph.

It's refreshingly old-school in its nature: large and primitive, with weighty controls, but still a properly quick car. The C6 is docile in urban areas, too.

We found a 2008 Corvette C6 6.2 V8 with only 20,000 miles on the clock for just £27,000.

### Aston Martin V8 Vantage (2005-present)

Go to Le Mans and you are guaranteed to see a V8 Vantage in one of the surrounding car parks, as well as the Prodrive-spec racing versions pounding the circuit.

Power comes from a 4.3-litre V8 that develops 380bhp at 7300rpm and 302lb ft of torque at 5000rpm. That translates to a 0-62mph time of 4.9sec and 175mph flat out.

The V8 Vantage may be the slowest car here, but it's arguably the best looking. And with a booming V8 soundtrack, it'll certainly have you grinning from ear to ear.

You can pick up an early 2006 V8 Vantage with 56,000 miles on the clock and a full service history from £30k. Look out for paint bubbling around the door handles on early models, though.

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# NEW CARS A-Z

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## Autocar's star ratings explained

- ☆☆☆☆☆ **0-20%** Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆☆ **20-35%** Appalling. Massively significant failings.
- ☆☆☆☆☆ **35-50%** Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆☆ **50-60%** Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆☆ **60-65%** Off the pace. Below average in nearly all areas.
- ☆☆☆☆☆ **65-70%** Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆☆ **70-75%** Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆☆ **75-80%** Good. Competitive in key areas.
- ☆☆☆☆☆ **80-85%** Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆☆ **85-92%** Excellent. Near class leading in key areas, and in some ways outstanding.
- ☆☆☆☆☆ **>93%** Brilliant, unsurpassed. All but flawless.

Full road test on [autocar.co.uk](http://autocar.co.uk)

Any car that has had a full Autocar road test is highlighted in yellow.

**FOR FULL RESULTS see page 89**

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>ABARTH</b>				
<b>500 3dr hatch</b>	Good value hot hatch. In Esseesse trim it's great fun to drive	★★★★☆		
1.4 T-Jet	E14205	133	155	26
<b>500 CONVERTIBLE 2dr open</b>	Open-top hot hatch; has a softer ride than the tin-top car	★★★★☆		
1.4 16v Turbo T-Jet	E16005	133	155	27
<b>PUNTO EVO 3dr hatch</b>	Scorpion-badged Punto is fun, but not the most focused hot hatch	★★★★☆		
1.4 Turbo M'Air	E16857	161	142	30
<b>ALFA ROMEO</b>				
<b>MITO 3dr hatch</b>	Classy, well equipped and cheap. No dynamic benchmark	★★★★☆		
0.9 TB TwinAir 105 Distinctive	E16070	103	98	13
0.9 TB Twinair 105 Sprint	E14870	103	99	13
0.9 TB TwinAir 105 QV Line	E16820	103	98	13
1.4 140 M'air TCT Distinctive	E17620	138	124	19
1.4 140 M'air TCT QV Line	E18370	138	124	20
1.4 170 M'Air O'Verde	E20210	168	139	26
1.3 JTDm-2 85 Sprint	E15415	94	90	11
1.3 JTDm-2 85 Distinctive	E16655	94	90	11
1.6 JTDm-2 120 D'ive S-S	E17820	118	114	19
1.6 JTDm-2 120 QV Line	E18570	118	114	20
<b>GIULIETTA 5dr hatch</b>	Stylish, rewarding family hatch. A new era for Alfa	★★★★☆		
2.0 JTDm 175 Excl. TCT	E25630	148	110	20
2.0 JTDm 175 Sportiva Nav TCT	E27380	148	110	20
1.4 TB 120 Progression	E18240	118	149	16
1.4 TB 120 Distinctive	E19490	118	149	16
1.4 TB Multiair 170 Distictive	E20990	168	134	23
1.4 TB Multiair 170 Excl.	E22740	168	134	23
1.4 TB Multir 170 Ex'ive TCT	E24035	168	121	23
1.4 TB Multiair 170 Sportiva N	E24490	168	134	23
1.4 TB Mult'r 170 Spva Nav TCT	E25785	168	121	23
1.6 JDTM 105 Progression	E19170	103	114	16
1.6 JTDm 105 Distinctive	E20420	103	114	16
1.6 JTDm 105 Excl.	E22170	103	114	16
2.0 JTDm 150 Distinctive	E21720	148	110	20
2.0 JTDm 150 Excl.	E23470	148	110	20
2.0 JTDm 150 Sportiva Nav	E25220	148	110	20
<b>4C 2dr coupé</b>	A singular statement. Flawed, perhaps, but the best current Alfa by miles	★★★★☆		
1.75T	E45000	237	-	50
<b>ALPINA</b>				
<b>B3 2dr coupé</b>	Rapid, usable and cheaper alternative to an M3	★★★★☆		
3.0 S Biturbo	E51350	394	224	-
<b>3.0 Sdr saloon</b>	Rapid, usable and cheaper alternative to an M3	★★★★☆		
3.0 S Biturbo	E50350	394	224	-
<b>3.0 CONVERTIBLE 2dr open</b>	Rapid, usable, cheaper alternative to an M3.	★★★★☆		
3.0 S Biturbo	E56450	394	225	-
<b>B3 TOURING 5dr estate</b>	Rapid, usable and cheaper alternative to an M3.	★★★★☆		
3.0 S Biturbo	E51350	394	225	-
<b>B5 4dr saloon</b>	Huge pace, but let down by uninvolving dynamics	★★★★☆		
85 Biturbo	E71950	507	252	-
85 Biturbo	E71950	500	252	-
<b>B5 TOURING 5dr estate</b>	Huge pace, but let down by uninvolving dynamics	★★★★☆		
85 Biturbo	E71950	500	255	-
<b>B7 4dr saloon</b>	Makes sense on an autobahn but not for the UK	★★★★☆		
4.4 V8 Switch-tronic	E95850	500	282	-
4.4 V8 Switch-tronic LWB	E98850	500	282	-
<b>D3 4dr saloon</b>	Precise dynamics with added Alpina kudos and a great engine	★★★★☆		
3.0D Biturbo	E46950	345	139	50
<b>D5 4dr saloon</b>	Rapid, usable and cheaper alternative to an M5	★★★★☆		
3.0 Bi-Turbo	E55950	340	155	-
<b>XD3 5dr 4x4</b>	Alpina's first SUV is a triumph. Hugely fast, capable and desirable	★★★★☆		
3.0 XD3	E54950	345	-	49
<b>ARIEL</b>				
<b>ATOM 0dr open</b>	Superb fast track minimalism. As exhilarating as cars get	★★★★☆		
245	E29321	245	-	-
300	E34319	300	-	-
<b>ASTON MARTIN</b>				
<b>RAPIDE 4dr saloon</b>	Four-door Aston is more practical, but just as charming	★★★★☆		
5.9 V12 S	E149995	550	355	-
<b>VANTAGE 2dr coupé</b>	Stunning Brit sports car. V12 is a new benchmark for Aston	★★★★☆		
4.7 V8	E84995	420	299	-
<b>BAIC</b>				
4.7 V8 S	E99995	430	299	-
5.9 V12 S	E138000	565	388	50
<b>VANTAGE ROADSTER 2dr open</b>	Drop-top suits the Vantage's relaxed nature	★★★★☆		
4.7 V8	E98995	420	299	-
4.7 V8 S	E110700	430	299	-
5.9 V12	E150000	510	388	-
<b>DB9 VOLANTE 2dr open</b>	Facelift a big improvement dynamically	★★★★☆		
5.9 V12	E141995	470	333	-
<b>DB9 2dr coupé</b>	Enchanting looks, but ride is choppy. Manual the best	★★★★☆		
5.9 V12	E131995	470	333	-
<b>VAQUISH 2dr coupé</b>	A British supercar for British roads. Looks the business, too	★★★★☆		
5.9 V12	E189995	565	335	-
<b>AUDI</b>				
<b>A1 3dr hatch</b>	Audi's answer to the Mini. Fun(ish) and refined	★★★★☆		
1.4 TFSI 125 Sport	E16690	123	115	21
1.4 TFSI 125 S line	E18685	123	117	21
1.4 TFSI 150 S line	E19480	148	112	25
2.0 TFSI 231 S1	E25380	228	162	33
1.6 TDI 116 SE	E15390	114	92	19
1.6 TDI 116 Sport	E17365	114	92	19
1.6 TDI 116 S line	E19360	114	93	19
<b>A1 5dr sportback</b>	Rear doors add convenience to an attractive package	★★★★☆		
1.4 TFSI 125 Sport	E17310	123	118	21
1.4 TFSI 125 S line	E19305	123	119	21
1.4 TFSI 150 S line	E20100	148	112	25
2.0 TFSI 231 S1	E26110	228	166	33
1.6 TDI 116 SE	E16010	114	92	19
1.6 TDI 116 Sport	E17985	114	92	19
1.6 TDI 116 S line	E19980	114	93	19
<b>A3 3dr hatch</b>	Classy interior, stable handling and good engines. Second only to the Golf	★★★★☆		
1.2 TFSI 110 SE	E18575	108	114	14
2.0 TDI 184 quattro S line	E29905	148	124	26
2.0 TDI 184 quattro Sport	E27755	148	124	26
2.0 TDI 184 S line	E26995	148	108	28
2.0 TDI 184 Sport	E24845	148	108	27
2.0 TFSI 300 quattro S3	E30940	296	162	36
1.2 TFSI 110 Sport	E19975	108	114	14
1.2 TFSI 110 S line	E22125	108	114	15
1.4 TFSI 125 SE	E19875	123	117	16
1.4 TFSI 125 Sport	E21275	123	117	16
1.4 TFSI 125 S line	E23425	123	117	16
1.4 TFSI 150 SE ACT	E20725	148	109	21
1.4 TFSI 150 Sport ACT	E22125	148	109	21
1.4 TFSI 150 S line ACT	E24275	148	109	21
1.8 TFSI 180 Sport	E23905	178	135	23
1.8 TFSI 180 quattro Sport	E26830	178	149	25
1.8 TFSI 180 S line	E26055	178	135	24
1.8 TFSI 180 quattro S line	E28980	178	149	25
1.6 TDI 110 SE	E20825	108	99	15
1.6 TDI 110 Sport	E22225	108	99	15
1.6 TDI 110 S line	E24375	108	99	16
2.0 TDI 150 SE	E22175	148	106	21
2.0 TDI 150 Sport	E23575	148	106	21
2.0 TDI 150 S line	E25725	148	106	21
<b>A3 4dr saloon</b>	All the A3's standard attributes in a saloon body. S3 great looking	★★★★☆		
1.4 TFSI 150 ACT Sport	E23295	148	109	21
1.6 TDI 110 S line	E25545	108	99	16
1.8 TFSI 180 quattro S line	E30150	178	149	25
1.8 TFSI 180 quattro Sport	E28000	178	149	25
2.0 TFSI 180 Sport	E25075	178	135	23
2.0 300 quattro S3	E33540	296	162	36
2.0 TDI 150 Sport	E24745	148	105	21
1.4 TFSI 150 ACT S line	E25445	148	109	21
1.8 TFSI 180 S line	E27225	178	135	24
1.6 TDI 110 Sport	E23395	108	99	15
2.0 TDI 150 S line	E26895	148	105	21
<b>A3 5dr sportback</b>	Classy interior, stable handling and good engines. Second only to the Golf	★★★★☆		
1.4 TFSI 125 S line	E24045	123	117	16
1.4 TFSI 125 Sport	E21895	123	117	16
1.4 TFSI 125 S line	E29600	178	149	25
1.8 TFSI 180 S line	E26675	178	135	24
1.8 TFSI 180 Sport	E24525	178	135	23
2.0 TDI 150 S line	E26345	148	106	21
2.0 TDI 150 SE	E22795	148	106	21
2.0 TDI 150 Sport	E24195	148	106	21
2.0 TDI 184 quattro S line	E30525	175	124	26
2.0 TFSI 300 quattro S3	E31560	296	162	36
1.2 TFSI 110 SE	E19195	108	114	14
1.2 TFSI 110 Sport	E20595	108	114	14
1.2 TFSI 110 S line	E22745	108	114	15
1.4 TFSI 125 SE	E20495	123	117	16
1.4 TFSI 150 SE ACT	E21345	148	109	21
1.4 TFSI 150 Sport ACT	E22745	148	109	21
1.4 TFSI 150 S line ACT	E27485	148	112	23
1.8 TFSI 180 S line Au	E32895	178	133	29
1.8 TFSI 180 Sport Au	E30745	178	133	29
2.0 TDI 150 S line	E31085	148	110	25
2.0 TDI 150 SE	E27535	148	110	24
2.0 TDI 150 Sport	E28935	148	110	25
1.8 TFSI 180 Sport	E29265	178	140	29
1.8 TFSI 180 quattro Sport	E32225	178	154	29
1.8 TFSI 180 S line	E31415	178	140	31
1.8 TFSI 180 quattro S line	E34375	178	154	32
2.0 TDI 110 SE	E26185	108	104	17
1.6 TDI 110 Sport	E27585	108	104	18
1.6 TDI 110 S line	E29735	108	104	20
<b>A4 4dr saloon</b>	Highly competent and quality laden; leaves the dynamic finesse to its rivals	★★★★☆		
2.0 TDI 150 Black Edition	E31005	148	119	24
2.0 TDI 150 S line	E29930	148	119	23
2.0 TDI 150 SE	E28855	148	127	23
2.0 TDI 150 SE Technik	E29855	148	127	23
2.0 TDI 177 SE Technik	E29320	175	120	27
2.0 TFSI 225 quattro Black Edi	E35275	222	155	33
2.0 TFSI 225 quattro S line	E34200	222	155	33
2.0 TFSI 225 quattro SE	E31645	222	155	32
2.0 TFSI 225 quattro SE Techni	E32645	222	155	33
1.8 TFSI 120 SE	E23485	118	151	19
1.8 TFSI 120 SE Technik	E25385	118	151	19
1.8 TFSI 120 S line	E26940	118	151	20
1.8 TFSI 120 Black Edition	E28015	118	151	20
1.8 TFSI 170 SE	E26000	168	134	25
1.8 TFSI 170 SE Technik	E27000	168	134	24
1.8 TFSI 170 S line	E28555	168	134	26
1.8 TFSI 170 Black Edition	E29630	168	134	26
3.0 V6 333 S4	E39310	328	178	36
3.0 V6 333 S4 Black Edition	E40385	328	178	36
2.0 TDI 136 SE Technik	E28300	134	112	23
2.0 TDI 136 SE	E27300	134	112	23
2.0 TDI 163 ultra SE	E28340	161	109	27
2.0 TDI 163 ultra SE Technik	E29320	161	109	27
2.0 TDI 177 S line	E30875	175	120	27
2.0 TDI 177 Black Edition	E31950	175	120	28
2.0 TDI quattro 177 SE	E29880	175	134	27
2.0 TDI quattro 177 SE Technik	E30880	175	134	27
2.0 TDI quattro 177 S line	E32435	175	134	27
2.0 TDI quattro 177 Black Edi	E33510	175	134	28
3.0 TDI quattro 245 SE	E35360	237	149	33
3.0 TDI quattro 245 S line	E37915	237	149	33
3.0 TDI quattro 245 Black Edi	E38990	237	149	34
<b>A4 AVANT 5dr estate</b>	More appealing than the saloon. Still not brilliant	★★★★☆		
1.8 TFSI 170 SE Technik	E28615	158	141	24
2.0 TDI 150 Black Edition	E32305	148	124	24
2.0 TDI 150 S line	E31530	148	124	23
2.0 TDI 150 SE	E30155	148	129	23
2.0 TDI 150 SE Technik	E31455	148	129	23
2.0 TDI 177 SE Technik	E30920	175	126	27
2.0 TFSI 225 quattro Black Edi	E36575	222	159	33
2.0 TFSI 225 quattro S line	E35800	222	159	33
2.0 TFSI 225 quattro SE	E32945	222	159	32
2.0 TFSI 225 quattro SE Techni	E34245	222	159	33
3.0 TDI 245 quattro S line	E39550	237	154	33
3.0 TDI 245 quattro SE	E36695	237	154	33
3.0 TDI 245 quattro S line S	E41985	238	150	36
2.0 TFSI 333 quattro S4 Bk Ed	E25685	118	159	19
1.8 TFSI 120 SE	E26985	118	154	19
1.8 TFSI 120 SE Technik	E28540	118	154	20
1.8 TFSI 120 S line	E29315	118	154	20
1.8 TFSI 120 Black Edition	E27315	158	141	25
1.8 TFSI 170 SE	E30170	158	141	26
1.8 TFSI 170 S line	E30345	158	141	26
1.8 TFSI 170 Black Edition	E30945	158	141	26
3.0 TFSI 333 quattro S4	E40910	328	180	41
4.2 V8 RS4	E56545	448	249	41
2.0 TDI 136 SE	E28900	134		



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
3.0 TDI 218 Black Edition	E42720	215	127	35
3.0 TDI 218 quattro Black Edn	E44480	215	138	40
3.0 TDI 218 quattro S line	E42305	215	133	39
3.0 TDI 218 quattro SE	E39855	215	133	39
3.0 TDI 272 quattro Black Edn	E46040	268	138	42
4.0 TFSI 450 S6	E56000	429	214	42
2.0 TDI 190 Ultra SE	E31955	187	113	32
2.0 TDI 190 Ultra S line	E34405	187	114	33
2.0 TDI 190 Ultra Black Edn	E36580	187	119	33
3.0 TDI 218 SE	E38095	215	122	34
3.0 TDI 218 S line	E40545	215	122	35
3.0 TDI 272 quattro SE	E41415	268	133	41
3.0 TDI 272 quattro S line	E43865	268	133	41
3.0 TDI 320 quattro SE	E46125	316	159	43
<b>A6 AVANT 5dr estate</b> A capable space buster. BitDi a giant killer. ★★★★★				
3.0 TDI 320 quattro Black Ed	E52860	316	169	44
3.0 TDI 320 quattro S line	E50575	316	164	43
3.0 TDI 218 Black Edition	E44720	215	130	35
3.0 TDI 218 quattro SE	E46495	215	144	40
3.0 TDI 218 quattro S line	E43405	215	138	39
3.0 TDI 272 quattro SE	E41855	215	138	39
3.0 TDI 272 quattro Black Edn	E48055	268	144	42
4.0 TFSI 500 RS6	E77995	552	223	50
4.0 TFSI 450 S6	E58000	429	217	42
2.0 TDI 190 Ultra SE	E33955	187	118	32
2.0 TDI 190 Ultra S line	E36405	187	119	33
2.0 TDI 190 Ultra Black Edn	E38580	187	124	33
<b>3.0 TDI 218 SE</b> E40095 215 125 34				
3.0 TDI 218 S line	E42545	215	125	35
3.0 TDI 272 quattro SE	E43415	268	138	41
3.0 TDI 272 quattro S line	E45865	268	138	41
3.0 TDI 320 quattro SE	E48125	316	164	43
<b>A6 ALLROAD 5dr estate</b> Rugged 4x4 A6. Even more pricey. ★★★★★				
3.0 TDI 204 quattro	E43810	201	159	31
3.0 TDI 245 quattro	E45350	241	165	36
3.0 TDI 313 quattro	E50115	308	176	41
<b>A7 SPORTBACK 5dr hatch</b> A good mix of luxury, practicality and power. ★★★★★				
3.0 TFSI 333 quattro S line	E53000	328	176	44
3.0 TFSI 333 quattro Black Ed	E55350	328	176	44
3.0 TDI 218 Ultra SE Exec	E45875	215	122	37
3.0 TDI 218 Ultra S line	E48665	215	122	38
3.0 TDI 218 quattro SE Executi	E47630	215	136	41
3.0 TDI 218 quattro S line	E50425	215	136	41
3.0 TDI 218 quattro Black Ed	E52775	215	136	42
3.0 TDI 272 quattro SE Executi	E50215	268	136	43
3.0 TDI 272 quattro S line	E53005	268	136	43
3.0 TDI 272 quattro Black Ed	E55355	268	136	44
3.0 TDI 320 quattro S line	E56575	316	162	45
3.0 TDI 320 quattro Black Ed	E58925	316	162	45
<b>A8 4dr saloon</b> Stylish, comfortable and solid. A convincing exec saloon. ★★★★★				
3.0 TDI 258 quattro SE Exec	E62185	247	155	46
2.0 TFSI 245 Hybrid	E64280	208	144	43
2.0 TFSI 245 Hybrid L	E68245	208	146	43
3.0 TFSI 310 quattro SE Exec	E64290	309	183	46
3.0 TFSI 310 quattro Sport Exe	E67890	308	183	46
4.0 TFSI 435 quattro SE Exec L	E71660	429	216	49
4.0 TFSI 435 quattro Sport Exe	E79760	429	216	49
3.0 TDI 520 S8	E80690	513	225	49
6.3 W12 500 quattro L	E98100	493	264	50
3.0 TDI 258 quattro SE	E59580	254	155	46
3.0 TDI 258 quattro SE L	E63545	254	158	46
3.0 TDI 258 quattro SE Exec L	E66150	247	158	46
3.0 TDI 258 quattro Sport Exec	E65785	254	155	46
3.0 TDI 258 quattro Sport Ex L	E69750	254	158	47
4.2 TDI 385 quattro SE Exec	E72790	380	194	50
4.2 TDI 385 quattro SE Ex L	E76755	346	197	50
4.2 TDI 385 quattro Sport Exec	E76390	380	194	50
4.2 TDI 385 quattro Sport Ex L	E80355	380	197	50
<b>Q3 5dr 4x4</b> Typically refined and competent, but feels more A3 than SUV. ★★★★★				
1.4 TFSI 150 S line	E26625	138	137	20
1.4 TFSI 150 SE	E23875	138	137	20
2.0 TDI 140 quattro S II Plus	E32145	138	149	19
2.0 TDI 140 quattro S line	E29795	138	149	19
2.0 TDI 140 quattro SE	E27045	138	149	18
2.0 TDI 177 quattro S II Plus	E33085	178	148	23
2.0 TDI 177 S line	E29305	168	144	24
2.0 TDI 177 SE	E26555	168	144	24
2.0 TFSI 170 quattro S II Plus	E31840	168	174	24
2.0 TFSI 211 quattro S II Plus	E34765	208	179	28
2.0 TFSI 170 quattro SE	E26740	168	174	20
2.0 TFSI 170 quattro S line	E29490	168	174	20
2.0 TFSI 211 quattro SE	E29665	208	179	25
2.0 TFSI 211 quattro S line	E32415	208	179	25
2.5 TFSI RS	E43015	306	206	37
2.0 TDI 140 SE	E25600	138	137	18
2.0 TDI 140 S line	E28350	138	137	18
2.0 TDI 177 quattro SE	E27985	175	148	21
2.0 TDI 177 quattro S line	E30735	175	148	21
<b>Q5 5dr 4x4</b> Exceptionally good handling for an SUV, but very compromised ride. ★★★★★				
2.0 TFSI 180 quattro S line PI	E36270	178	174	29
2.0 TFSI 180 quattro SE	E31370	178	174	28
2.0 TFSI 180 quattro S line	E33770	178	174	29
2.0 TFSI 225 quattro SE	E32720	222	174	29
2.0 TFSI 225 quattro S line	E35120	222	174	29
2.0 TFSI 225 q'tro S line Plus	E37620	222	174	30
2.0 TDI 150 quattro SE	E31635	148	154	21
2.0 TDI 150 quattro S line	E34035	148	154	21
2.0 TDI 150 quattro S line Plu	E36535	148	154	22
2.0 TDI 177 quattro SE	E32610	175	154	24
2.0 TDI 177 quattro S line	E35010	175	154	25
2.0 TDI 177 q'tro S line Plus	E37510	175	154	25
3.0 TDI 245 quattro SE	E38370	241	169	33
3.0 TDI 245 quattro S line	E40770	241	169	34
3.0 TDI 245 q'tro S line Plus	E43270	241	169	34
3.0 TDI 313 S05	E44715	309	179	41
<b>Q7 5dr 4x4</b> Seven-seat SUV feels its bulk. A BMW X5 or Land Rover is better. ★★★★★				
3.0 TDI 204 S line Plus	E51155	201	189	37
3.0 TDI 245 S line Plus	E52585	237	195	41
3.0 TDI 245 S line Sport Editi	E55585	237	195	41
3.0 TDI 245 S line Style Editi	E54085	237	195	41
4.2 TDI 340 S line Plus	E62220	335	242	47
4.2 TDI 340 S line Sport Editi	E65220	335	242	47
3.0 TDI 204 SE	E43895	201	189	35
3.0 TDI 204 S line	E46555	237	189	36
3.0 TDI 245 S line	E48085	237	195	40
4.2 TDI 340 S line	E57720	335	242	45
<b>TT 2dr coupé</b> TT finds its mojo at last. Drive experience now an equal to the obvious prestige. ★★★★★				
2.0 TFSI Sport	E29860	228	137	-
2.0 TFSI Sport quattro	E32785	228	149	-
2.0 TFSI S line	E32410	228	137	-
2.0 TFSI S line quattro	E35335	228	149	-
2.0 TDI ultra Sport	E29770	181	110	-
2.0 TDI ultra S line	E33230	181	110	-
<b>TT ROADSTER 2dr open</b> Heavier and wobbler, but still as competent as they come. ★★★★★				
2.0 TDI ultra 184 S line	E34505	181	114	36
2.0 TDI ultra 184 Sport	E31955	181	114	35
2.0 TFSI 230 quattro S line	E37555	228	154	39
2.0 TFSI 230 quattro Sport	E35005	228	154	38
2.0 TFSI 230 S line	E34595	228	140	38
2.0 TFSI 230 Sport	E32045	228	140	37
<b>R8 2dr coupé</b> Usable, but no less involving and dramatic for it. V10 is brutal. ★★★★★				
4.2 FSI 430 V8	E93735	424	332	50
5.2 FSI 525 V10	E114835	518	346	50
5.2 FSI 550 V10 Plus	E126835	543	346	50
<b>R8 SPYDER 2dr open</b> Great noise, and loses little of the coupe's poise. ★★★★★				
4.2 FSI 430 V8	E102385	424	337	50
5.2 FSI 525 V10	E123485	518	349	50
<b>BAC</b>				
<b>MONO 2dr open</b> An F-22 Raptor for the road. Only better built. ★★★★★				
Mono 2.3	E111168	280	-	-
<b>BENTLEY</b>				
<b>CONTINENTAL GT 2dr coupé</b> A brilliant Audi V8-inspired reboot. ★★★★★				
6.0 W12 GT Speed	E151100	616	338	50
4.0 V8	E123850	500	246	50
4.0 V8 S	E139000	521	246	50
6.0 W12	E136710	567	385	50
<b>CONTINENTAL GT CONVERTIBLE 2dr open</b> A brilliant Audi V8-inspired reboot. ★★★★★				
4.0 V8	E136250	500	254	50
4.0 V8 S	E152900	521	254	50
6.0 W12 Speed	E167900	616	347	50
<b>MULSANNÉ 4dr saloon</b> Effortless and graceful. Great driving position. ★★★★★				
6.75 V8	E224700	506	393	-
<b>FLYING SPUR 4dr saloon</b> A genuine luxury saloon. Superb inside. As it should be. ★★★★★				
4.0 V8	E136000	500	254	50
6.0 W12	E140900	616	343	50
6.0 W12 Mulliner	E150220	616	343	50
<b>BMW</b>				
<b>13 5dr hatch</b> Superb really, but pricey and not free from the usual electric car practicality issues. ★★★★★				
13 EV	E30980	168	0	21
13 EV Range Extender	E34130	168	13	21
<b>118i M Sport</b> Measures up on space and comfort now. Still no 3 Series. ★★★★★				
118i M Sport	E24390	215	137	22
114i ES	E17775	101	127	12
114i SE	E18345	101	127	12
114i Sport	E19475	101	132	13
116i SE	E19895	134	125	17
116i Sport	E21025	134	131	18
116i Urban	E22470	134	131	18
118i SE	E21945	134	132	22
118i Sport	E22945	134	137	22
125i M Sport	E26025	215	154	30
M135i	E30845	315	188	39
114i ES	E19410	94	109	14
114i SE	E19980	94	109	14
114i Sport	E20980	94	112	15
116i SE	E20830	114	109	15
116i Sport	E21830	114	114	16
116i M Sport	E23275	114	114	16
116i Urban	E21830	114	114	16
116i EfficientDynamics	E20830	114	99	15
118i SE	E21975	141	109	19
118i Sport	E22975	141	115	20
118i M Sport	E24420	141	115	20
118i Urban	E22975	141	115	20
120d SE	E23425	181	114	24
120d Sport	E24425	181	119	24
120d M Sport	E25870	181	119	24
125d M Sport	E27165	215	128	31
<b>120d xDrive SE</b> E25455 181 123 23				
120d xDrive SE	E24955	181	119	24
120d M Sport	E26400	181	119	24
125d M Sport	E28295	215	128	31
<b>2 SERIES 2dr coupé</b> A proper compact coupé now. The M235i is one of the best BMWs period. ★★★★★				
220i Sport	E32120	215	124	33
220i M Sport	E26195	215	148	25
228i M Sport	E27545	215	148	25
M235i	E28410	242	154	30
218d SE	E34535	326	189	39
218d Sport	E24415	141	119	20
218d M Sport	E25415	141	119	20
218d Sport	E26765	141	119	21
218d M Sport	E27015	181	115	25
220d M Sport	E28365	181	115	25
220d M Sport	E22505	141	109	19
220d M Sport	E23505	141	115	20
220d M Sport	E24950	141	115	20
220d M Sport	E23955	181	114	24
220d xDrive SE	E25455	181	123	23
220d M Sport	E24955	181	119	24
220d M Sport	E26400	181	119	24
225d M Sport	E28295	215	128	31
<b>2 SERIES 2dr coupé</b> A proper compact coupé now. The M235i is one of the best BMWs period. ★★★★★				
225d M Sport	E32120	215	124	33
220i Sport	E26195	215	148	25
220i M Sport	E27545	215	148	25
228i M Sport	E28410	242	154	30
M235i	E34535	326	189	39
218d SE	E24415	141	119	20
218d Sport	E25415	141	119	20
218d M Sport	E26765	141	119	21
218d Sport	E27015	181	115	25
220d M Sport	E28365	181	115	25
220d M Sport	E22505	141	109	19
220d M Sport	E23505	141	115	20
220d M Sport	E24950	141	115	20
220d M Sport	E23955	181	114	24
220d xDrive SE	E25415	181	124	27
220d M Sport	E29965	181	124	27
220d M Sport	E30530	215	159	28
220d M Sport	E29180	215	159	2



# NEW CARS A-Z

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
320i M Sport	£30905	181	152	31
328i Luxury	£34305	242	159	36
328i M Sport	£34105	242	159	36
316d ES	£27575	114	123	20
316d SE	£28425	114	123	20
316d Sport	£28725	114	123	20
318d SE	£29675	141	123	24
318d Sport	£29975	141	123	24
318d Luxury	£32175	141	123	25
318d M Sport	£31975	141	123	25
320d SE	£30775	181	125	31
320d Luxury	£33275	181	125	32
320d M Sport	£33075	181	125	32
320d xDrive Sport	£32705	181	133	30
320d xDrive Luxury	£34905	181	133	31
320d xDrive M Sport	£34705	181	133	31
330d SE	£36105	255	135	38
330d Luxury	£38605	255	135	38
330d M Sport	£38405	255	135	38
330d xDrive Luxury	£40120	255	142	41
330d xDrive M Sport	£39920	255	142	41
<b>3 SERIES G5dr hatch</b> Hatchback practicality meets 3-Series talent. Duller but decent. ★★★★★				
318d M Sport	£33525	141	122	25
318d SE	£32175	141	119	24
320i M Sport	£32155	181	156	31
320i SE	£29905	181	153	31
320i xDrive Luxury	£33405	181	164	31
320i xDrive M Sport	£33765	181	167	31
320i xDrive SE	£31405	181	164	31
320i xDrive Sport	£32405	181	164	31
328i SE	£33105	242	156	35
330d xDrive M Sport	£41470	258	143	41
320i M Sport	£30905	181	153	31
320i Luxury	£31905	181	153	31
328i Sport	£34105	242	156	36
328i Luxury	£35105	242	156	36
328i M Sport	£35355	242	158	36
335i Luxury	£40560	302	188	38
335i M Sport	£40810	302	189	38
318d Sport	£32275	141	119	24
318d Luxury	£33275	141	119	24
320d SE	£32375	181	129	30
320d Sport	£33375	181	129	30
320d M Sport	£34375	181	129	30
325d SE	£34755	181	131	30
325d Luxury	£34305	215	134	34
325d M Sport	£36305	215	134	34
325d xDrive M Sport	£36555	215	137	34
330d SE	£37705	258	135	34
330d M Sport	£39705	258	135	41
330d xDrive SE	£39955	258	136	41
330d xDrive Sport	£39220	258	142	40
330d xDrive Luxury	£41220	258	142	40
335d xDrive Luxury	£44120	313	148	42
335d xDrive M Sport	£44370	313	149	42
<b>4 SERIES 2dr coupé</b> More talented GT than brilliant B-road ster. Very comely though. ★★★★★				
420i M Sport	£40945	255	132	40
420i SE	£30125	181	144	30
420i Sport	£31625	181	144	30
420i Luxury	£32625	181	144	30
420i M Sport	£33125	181	147	30
420i xDrive SE	£31660	181	159	30
420i xDrive Sport	£33160	181	159	30
420i xDrive Luxury	£34160	181	159	31
420i xDrive M Sport	£34660	181	162	31
428i SE	£33520	242	154	33
428i Sport	£35020	242	154	33
428i M Sport	£36020	242	154	34
428i M Sport	£36520	242	156	34
435i M Sport	£41725	302	185	36
M4	£57050	425	204	42
420d SE	£32495	181	124	29
420d Sport	£33995	181	124	30
420d M Sport	£34995	181	124	30
420d xDrive SE	£33665	141	119	31
420d xDrive Sport	£33995	181	126	29
420d xDrive SE	£35495	181	127	30
420d xDrive M Sport	£35995	181	127	30
420d xDrive SE	£36495	181	126	29
420d xDrive M Sport	£36995	181	129	29
425d SE	£35430	215	131	33
425d Sport	£36930	215	131	34
425d M Sport	£37930	215	131	34
425d xDrive M Sport	£38430	215	135	34
430d Luxury	£40315	255	129	40
430d xDrive M Sport	£41945	255	137	40
430d xDrive M Sport	£42460	255	141	40
435d xDrive M Sport	£45245	308	143	41
435d xDrive M Sport	£45745	308	146	41
<b>4 SERIES 2dr open</b> A quality product to be sure, but some of the verve has gone with the roof. ★★★★★				
420d Luxury	£39880	181	133	31
420d M Sport	£40380	181	138	31
420d SE	£33780	181	133	30
420d Sport	£33880	181	133	30
428i M Sport	£40220	242	159	36
428i M Sport	£40720	242	163	37
428i SE	£37720	242	159	36
428i Sport	£39220	242	159	36
430d M Sport	£45700	255	144	41
435i M Sport	£45680	302	190	39
435i M Sport	£46180	302	195	39
M4	£61145	425	213	45
430d M Sport	£34910	181	154	30
430d M Sport	£36410	181	154	31
430d M Sport	£37410	181	154	31
435i M Sport	£37910	181	159	31
425d SE	£39240	218	138	34
425d Sport	£40740	218	138	34
425d M Sport	£41740	218	138	34
425d M Sport	£42255	218	142	35
430d M Sport	£45185	255	139	40
430d xDrive M Sport	£49100	308	151	42
430d xDrive M Sport	£49600	308	155	42
<b>4 SERIES GRAN COUPE 4dr saloon</b> A prettier 3-Series. Very good, but not better. ★★★★★				
420d M Sport	£35495	181	128	30
420d xDrive SE	£33995	181	129	29
420i SE	£30125	181	149	29
420i Sport	£31625	181	149	29
420i M Sport	£32625	181	149	29
420i M Sport	£33160	181	153	30
420i xDrive SE	£31660	181	161	30
420i xDrive Sport	£33160	181	161	30
420i xDrive M Sport	£34160	181	161	30
428i M Sport	£34660	181	164	31
428i SE	£35320	245	154	33
428i Sport	£35020	245	154	34
428i M Sport	£36020	245	154	34
428i M Sport	£36520	245	156	34
435i M Sport	£41865	306	189	36
435i M Sport	£42365	306	193	36
418d SE	£31695	141	121	23
418d Sport	£33195	141	121	24
418d M Sport	£34195	141	121	24
418d M Sport	£34695	141	124	24
420d SE	£32495	181	124	29
420d Sport	£33995	181	124	29
420d M Sport	£34995	181	124	30
420d xDrive SE	£33665	141	119	31
420d xDrive Sport	£33995	181	126	29
420d xDrive M Sport	£34660	181	126	29
428i SE	£33520	242	154	33
428i Sport	£35020	242	154	33
428i M Sport	£36020	242	154	34
428i M Sport	£36520	242	156	34
435i M Sport	£41725	302	185	36
435i M Sport	£42365	302	186	36
M4	£57050	425	204	42
420d SE	£32495	181	124	29
420d Sport	£33995	181	124	30
420d M Sport	£34995	181	124	30
420d xDrive SE	£33665	141	119	31
420d xDrive Sport	£33995	181	126	29
420d xDrive SE	£35495	181	127	30
420d xDrive M Sport	£35995	181	127	30
420d xDrive SE	£36495	181	126	29
420d xDrive M Sport	£36995	181	129	29
425d SE	£35430	215	131	33
425d Sport	£36930	215	131	34
425d M Sport	£37930	215	131	34
425d xDrive M Sport	£38430	215	135	34
430d Luxury	£40315	255	129	40
430d xDrive M Sport	£41945	255	137	40
430d xDrive M Sport	£42460	255	141	40
435d xDrive M Sport	£45245	308	143	41
435d xDrive M Sport	£45745	308	146	41
<b>5 SERIES TOURING 5dr estate</b> Great overall package. 520d the best. ★★★★★				
518d M Sport	£35865	141	127	31
530d M Sport	£46470	241	144	43
535d M Sport	£51120	308	149	45
535i M Sport	£46940	302	179	42
520i SE	£35365	181	157	36
520i M Sport	£38165	181	162	37
528i SE	£38895	242	149	40
528i M Sport	£41730	242	154	41
518d SE	£33065	141	122	30
518d M Sport	£35865	141	127	31
520d SE	£34565	181	122	33
520d M Sport	£37365	181	127	34
520d M Sport	£37365	181	127	34
525d SE	£39310	215	136	39
525d M Sport	£42125	215	141	40
530d SE	£42125	215	141	40
530d M Sport	£43655	241	139	43
530d M Sport	£46470	241	144	43
51120	308	149	45	
<b>5 SERIES GT 5dr hatch</b> Fine cabin, but only seats 5. ★★★★★				
530d SE	£46965	241	153	43
535i M Sport	£49460	302	192	44
550i M Sport	£50260	302	192	44
550i M Sport	£59510	402	214	46
550i M Sport	£60460	402	214	46
520d SE	£38045	181	144	33
520d M Sport	£40845	181	144	34
520d M Sport	£40845	181	144	34
530d M Sport	£49665	241	153	44
535d M Sport	£49765	241	153	44
535d M Sport	£51885	295	154	46
535d M Sport	£52685	295	154	46
<b>6 SERIES GRAN COUPE 4dr saloon</b> Back door provides a brilliant visual coup. ★★★★★				
640i SE	£62375	315	181	47
640i M Sport	£67040	315	183	48
650i M Sport	£76150	444	206	50
650i M Sport	£98145	552	232	50
640d SE	£64945	309	148	44
640d M Sport	£69540	309	149	45
<b>6 SERIES 2dr coupé</b> Great engines and interior. More GT than sports car. ★★★★★				
640i SE	£60630	315	179	47
640i M Sport	£66595	315	181	47
650i M Sport	£73470	402	206	49
650i M Sport	£94625	552		



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>DACIA</b>				
<b>SANDERO 5dr hatch</b> A clever budget prospect. But its limitations are unavoidable. ★★★★★				
0.9 Tce Ambiance	£7595	89 116 6		
0.9 Tce Laureate	£8795	89 116 7		
0.9 Tce Stepway Ambiance	£8395	89 124 7		
0.9 Tce Stepway Laureate	£9995	89 124 8		
1.2 Access	£5995	74 135 2		
1.2 Ambiance	£6795	74 135 2		
1.2 Laureate	£7995	74 135 2		
1.5 dCi Ambiance	£8595	89 99 8		
1.5 dCi Laureate	£9795	89 99 10		
1.5 dCi Stepway Ambiance	£9395	89 105 10		
1.5 dCi Stepway Laureate	£10995	89 105 11		
<b>LOGAN MCV 5dr estate</b> Lacks its stablemates charm. Certainly retains the cheap. ★★★★★				
0.9 Ambiance	£8595	89 116 9		
0.9 Laureate	£9795	89 116 11		
1.2 Access	£6995	74 135 4		
1.2 Ambiance	£7795	74 135 4		
1.2 Laureate	£8995	74 135 5		
1.5 dCi Ambiance	£9595	84 99 11		
1.5 dCi Laureate	£10795	84 99 12		
<b>DUSTER 5dr 4x4</b> Cheap, but cheerfully robust. Surprisingly convincing presence. ★★★★★				
1.6 16v 105 Access 2WD	£9495	103 165 6		
1.6 16v 105 Access 4WD	£11495	103 185 5		
1.5 dCi 110 Ambiance 2WD	£11995	106 130 10		
1.5 dCi 110 Ambiance 4WD	£13995	107 135 10		
1.5 dCi 110 Laureate 2WD	£13495	106 130 11		
1.5 dCi 110 Laureate 4WD	£15495	107 135 10		
<b>FERRARI</b>				
<b>F12 2dr coupé</b> Proper V12 Ferrari with serious exclusivity and appeal. ★★★★★				
6.3 V12	£239352	730 350 50		
<b>FF 2dr coupé</b> Four-door Ferrari estate has appeal but lacks classic DNA. ★★★★★				
6.3 V12	£227077	651 360 50		
<b>CALIFORNIA 2dr open</b> Sleek, comfortable and fast. A real improvement. ★★★★★				
4.3 V8	£152086	483 270 50		
3.9 V8 T	£154490	552 250 50		
<b>458 2dr coupé</b> The complete supercar. Calm ride, explosive performance. ★★★★★				
4.5 V8 Italia	£178461	570 307 50		
<b>458 SPIDER 2dr open</b> The complete supercar. Minus roof. A world-class head turner. ★★★★★				
4.5 V8	£198906	570 275 50		
<b>FIAT</b>				
<b>PANDA 5dr hatch</b> Cheap, practical and very nearly spot on. ★★★★★				
0.9 TwinAir 85 4x4 Antartica	£14995	84 105 6		
0.9 TwinAir 85 Trekking	£12795	84 105 6		
1.3 MultiJet 75 4x4 Antartica	£15995	74 125 7		
0.9 TwinAir 85 Easy	£11095	84 99 7		
0.9 TwinAir 85 Lounge	£11595	84 99 7		
0.9 TwinAir 85 4x4	£14295	84 114 7		
1.2 Pop	£9095	68 120 3		
<b>1.2 Easy</b>	£9895	68 120 4		
1.2 Lounge	£10395	68 120 3		
1.3 MultiJet 75 Pop	£11295	74 104 7		
1.3 MultiJet 75 Easy	£12095	74 104 7		
1.3 MultiJet 75 Lounge	£12595	74 104 7		
1.3 MultiJet 75 Trekking	£13795	74 109 7		
1.3 MultiJet 75 4x4	£15295	74 125 7		
<b>500 3dr hatch</b> Super desirable, cute city car. Pleasant, if not involving, to drive. ★★★★★				
0.9 TwinAir 105 60	£15550	103 92 10		
0.9 TwinAir 105 Lounge	£13700	103 92 10		
0.9 TwinAir 105 S	£13850	103 92 10		
0.9 TwinAir 85 60	£15070	84 99 10		
1.2 Colour Therapy	£11220	68 113 9		
1.2 60	£13670	68 113 9		
1.3 MultiJet 60	£16070	94 97 14		
0.9 TwinAir 85 Lounge	£13220	84 92 10		
0.9 TwinAir 85 S	£13370	84 92 12		
0.9 TwinAir 85 Colour Therapy	£12420	84 99 10		
0.9 TwinAir 105 Cult	£14720	84 99 10		
0.9 TwinAir 105 Cult	£15200	103 92 10		
1.2 Pop	£10420	68 113 5		
1.2 Lounge	£11820	68 113 6		
1.2 S	£11970	68 113 9		
1.2 Cult	£13320	68 113 9		
1.4 T-Jet Abarth	£14255	133 155 26		
1.3 MultiJet Lounge	£14220	94 97 15		
1.3 MultiJet S	£14370	94 97 14		
1.3 MultiJet Cult	£15720	94 97 14		
<b>500 CONVERTIBLE 2dr open</b> Desirable, cute city car. Cab a better drive than hatch. ★★★★★				
0.9 TwinAir 105 60	£18170	103 92 15		
0.9 TwinAir 105 Lounge S-S	£16500	103 92 15		
0.9 TwinAir 105 S	£16650	84 92 15		
0.9 TwinAir 85 Colour Therapy	£14970	84 92 15		
0.9 TwinAir 85 60	£17690	84 92 15		
0.9 TwinAir 85 S	£16170	84 92 15		
1.2 Colour Therapy	£13770	68 113 10		
1.2 60	£16490	68 113 10		
1.2 S	£14970	68 113 10		
1.3 MultiJet 60	£18890	94 97 18		
1.3 MultiJet S	£17370	94 97 18		
1.4 16v Turbo T-Jet Abarth	£16005	133 155 27		
0.9 TwinAir 85 Lounge S-S	£15900	84 92 15		
0.9 TwinAir 85 Cult	£16900	84 92 15		
0.9 TwinAir 105 Cult	£17500	103 92 15		
1.2 Pop S-S	£13420	68 113 9		
1.2 Lounge S-S	£14700	68 113 10		
1.2 Cult	£15700	68 113 10		
1.3 MultiJet Lounge	£17100	94 97 18		
1.3 MultiJet Cult	£18100	94 97 18		
<b>500X 5dr hatch</b> Familiar styling works rather well as a crossover. Drives okay, too. ★★★★★				
1.4 MultiAir 140 Pop Star	£17595	138 139 -		
1.4 MultiAir 140 Lounge	£19345	138 -		
1.4 MultiAir 140 Cross	£18595	138 -		
1.4 MultiAir 140 Cross Plus	£20345	138 -		
1.3 MultiJet 95 Pop Star	£18095	94 109 -		
1.6 MultiJet 120 Pop Star	£19095	118 -		
1.6 MultiJet 120 Lounge	£20845	118 -		
1.6 MultiJet 120 Cross	£20095	118 -		
1.6 MultiJet 120 Cross Plus	£21845	118 -		
2.0 MultiJet 140 Cross AWD	£24095	118 147 -		
2.0 MultiJet 140 Cross Plus AWD	£25845	118 147 -		
<b>500L 5dr mpv</b> A costly option, but has the style to fill out some of its missing substance. ★★★★★				
1.4 95 Pop	£13040	94 145 10		
0.9 TwinAir Pop Star	£16690	103 112 11		
0.9 TwinAir Lounge	£18090	103 112 11		
0.9 TwinAir Trekking	£18790	103 119 11		
1.4 95 Pop Star	£15200	94 145 10		
1.4 95 Lounge	£16600	94 145 10		
1.4 95 Trekking	£17300	94 149 8		
1.4 120 Pop Star	£17195	118 159 10		
1.4 120 Lounge	£18595	118 159 10		
1.4 120 Trekking	£19295	118 159 10		
1.3 MultiJet 85 Pop Star	£16690	83 110 9		
1.3 MultiJet 85 Lounge	£18790	83 110 9		
1.3 MultiJet 85 Trekking	£18790	83 114 7		
1.6 MultiJet 105 Pop Star	£17690	103 117 17		
1.6 MultiJet 105 Lounge	£19090	103 117 18		
1.6 MultiJet 105 Trekking	£19790	103 122 15		
1.6 MultiJet 120 Pop Star	£18190	118 120 17		
1.6 MultiJet 120 Lounge	£19590	118 120 17		
1.6 MultiJet 120 Trekking	£20290	118 120 17		
<b>500L MPV 5dr mpv</b> As above but with seven seat flexibility in its more expensive format. ★★★★★				
1.6 MultiJet 120 Lounge 7st	£20330	118 117 17		
1.6 MultiJet 120 Pop Star 7st	£18830	118 117 17		
0.9 TwinAir 105 Pop Star 7st	£17330	103 112 11		
0.9 TwinAir 105 Lounge 7st	£18830	103 112 11		
1.4 95 Pop Star 5st	£15840	94 145 9		
1.4 95 Lounge 5st	£17340	94 145 9		
1.3 MultiJet 85 Pop Star 7st	£17330	83 110 8		
1.3 MultiJet 85 Lounge 7st	£18830	83 110 9		
1.6 MultiJet 105 Pop Star 7st	£18830	103 117 17		
1.6 MultiJet 105 Lounge 7st	£19830	103 117 17		
<b>PUNTO 3dr hatch</b> MultiAir tech improves appeal and economy. ★★★★★				
1.2 8v Easy	£11275	68 126 6		
1.2 8v GBT	£11775	68 126 6		
1.2 8v Pop	£10175	68 126 6		
1.3 85 MultiJet Easy	£13775	85 90 13		
1.4 8v Easy	£11685	76 132 8		
1.4 8v GBT	£12185	76 132 8		
1.3 85 MultiJet GBT	£14275	85 90 13		
<b>PUNTO 5dr hatch</b> MultiAir tech improves appeal and economy. ★★★★★				
1.2 8v Easy	£11875	68 126 6		
1.2 8v GBT	£12375	68 126 6		
1.2 8v Pop	£10775	68 126 6		
1.4 8v Easy	£12285	76 132 8		
1.4 8v GBT	£12785	76 132 8		
1.3 85 MultiJet Easy	£14375	85 90 13		
1.3 85 MultiJet GBT	£14875	85 90 13		
<b>FORD</b>				
<b>KA 3dr hatch</b> An agile drive and energetic petrol engine. Wooden ride. ★★★★★				
1.2 Studio Connect	£9445	68 115 3		
1.2 Studio	£8945	68 115 3		
1.2 Edge	£9945	68 115 3		
1.2 Zetec	£10695	68 115 3		
1.2 Titanium	£11195	68 115 3		
1.2 Metal	£11445	68 115 5		
<b>B-MAX 5dr mpv</b> Fiesta dynamics and sliding door access make the B-Max a cut above. ★★★★★				
1.0 EcoBoost 100 Zetec	£15495	99 119 9		
1.0 EcoBoost 100 Titanium	£16695	99 119 10		
1.0 EcoBoost 125 Zetec S-S	£16095	118 99 13		
1.0 EcoBoost 125 Titanium S-S	£17295	118 99 13		
1.0 EcoBoost 125 Titanium X	£18495	118 99 13		
1.4 90 Studio	£13095	89 139 7		
1.4 90 Zetec	£14895	89 139 8		
1.6 105 Zetec Powershift	£16595	103 149 10		
1.6 105 Titanium Powershift	£17795	103 149 11		
1.5 TDCi 75 Zetec	£16295	74 109 8		
1.6 TDCi 95 Zetec	£16795	94 104 10		
1.6 TDCi 95 Titanium	£17995	94 104 11		
<b>FIESTA 3dr hatch</b> Stylish and wonderfully engaging. The best supermini. ★★★★★				
1.6 105 Zetec Powershift	£14845	103 138 12		
1.0 80 Zetec S-S	£13595	79 99 6		
1.0 80 Titanium S-S	£14595	79 99 7		
1.0 EcoBoost Zetec S-S	£14095	99 99 11		
1.0 EcoBoost Titanium S-S	£15095	99 99 11		
1.0 EcoBoost Titanium X S-S	£16295	99 99 11		
1.0 EcoBoost Titanium X S-S	£15595	123 99 15		
1.0 EcoBoost Titanium X S-S	£16795	123 99 16		
1.25 60 Studio	£10145	59 120 3		
1.25 60 Style	£11845	59 120 4		
1.25 82 Style	£12345	80 120 7		
1.25 82 Zetec	£13095	80 120 7		
1.6 105 Titanium Powershift	£15845	103 138 12		
1.6 180 EcoBoost ST	£17395	180 138 30		
1.6 180 EcoBoost ST2	£18395	180 138 30		
1.5 TDCi 75 Style	£13845	74 98 8		
1.5 TDCi 75 Zetec	£14595	74 98 9		
1.5 TDCi 75 Titanium	£15595	74 98 9		
1.6 TDCi 95 Style ECONetic S-S	£14945	94 87 11		
1.6 TDCi 95 Zetec ECONetic S-S	£15495	94 87 12		
1.6 TDCi 95 Zetec S	£16145	94 95 12		
1.6 TDCi 95 Titanium ECONetic	£16495	94 87 12		
1.6 TDCi 95 Titanium X	£17295	94 95 13		
<b>FIESTA 5dr hatch</b> Stylish and wonderfully engaging. The best supermini. ★★★★★				
1.25 82 Style	£12945	80 120 7		
1.6 105 Titanium Powershift	£16445	103 138 12		
1.6 105 Zetec Powershift	£15445	103 138 12		
1.0 80 Zetec S-S	£14195	79 99 6		
1.0 EcoBoost Zetec S-S	£15195	79 99 6		
1.0 EcoBoost Zetec S-S	£14695	99 99 11		
1.0 EcoBoost Titanium S-S	£15695	99 99 11		
1.0 EcoBoost Titanium X S-S	£16895	99 99 11		
1.0 EcoBoost Titanium X S-S	£16195	123 99 15		
1.0 EcoBoost Titanium X S-S	£17395	123 99 16		
1.25 60 Style	£12445	59 120 4		
1.25 82 Zetec	£13695	80 120 7		
1.5 TDCi 75 Style	£14445	74 98 8		
1.5 TDCi 75 Zetec	£15195	74 98 9		
1.5 TDCi 75 Titanium	£16195	74 98 9		
1.6 TDCi 95 Style ECONetic S-S	£15545	94 87 11		
1.6 TDCi 95 Zetec				



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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.5T 150 Ecoboost Titanium X	£25395	148	143	20
1.6T 150 Ecoboost Titanium X	£25650	148	154	21
1.6T 150 Ecoboost Titan X 2WD	£25400	148	154	22
1.5T 150 Titanium X Sport	£28345	148	143	20
1.6T 182 Ecoboost Zetec	£25160	180	179	21
1.5T 182 Ecoboost Zetec AWD	£25160	180	171	21
1.6T 182 Ecoboost Titanium	£26810	180	179	22
1.5T 182 Ecoboost Titanium AWD	£26795	180	171	21
1.6T 182 Ecoboost Titanium X	£29560	180	179	23
1.5T 182 Ecoboost Titanium X A	£29545	180	171	21
1.5T 182 Ecst Titanium X Sport	£32495	180	171	21
2.0 TDCi 140 Zetec ZWD	£22400	138	139	20
2.0 TDCi 150 Zetec ZWD	£22695	148	122	20
2.0 TDCi 140 Zetec	£23900	138	154	21
2.0 TDCi 140 Titanium ZWD	£24050	138	139	21
2.0 TDCi 150 Titanium ZWD	£24345	148	122	20
2.0 TDCi 150 Titanium X ZWD	£27095	148	122	20
2.0 TDCi 150 Titanium X Sport	£30045	148	122	20
2.0 TDCi 163 Titanium	£26500	148	122	20
2.0 TDCi 150 Zetec AWD	£24195	148	135	20
2.0 TDCi 163 Titanium X	£28800	138	154	24
2.0 TDCi 180 Titanium AWD	£26345	178	135	22
2.0 TDCi 180 Titanium X AWD	£29095	178	135	22
<b>C-MAX 5dr mpv</b> As fun to drive as it is easy to live with				
1.0T 100 Ecoboost Zetec S-S	£18150	99	117	10
1.0T 125 Ecoboost Zetec S-S	£18650	123	117	10
1.0T 100 Ecoboost Titanium S-S	£19650	99	117	10
1.0T 125 Ecoboost Titanium S-S	£20150	123	117	10
1.0T 125 Ecoboost Titanium S-S 2.2	£21125	123	117	14
1.6 105 Zetec	£17655	103	149	11
1.6T 150 Ecoboost Titanium S-S	£20855	148	144	19
1.6T 182 Ecoboost Titanium S-S	£22650	180	144	22
1.6 TDCi 115 Zetec	£19150	114	117	16
1.6 TDCi 115 Titanium	£20650	114	117	16
1.6 TDCi 115 Titanium X	£22650	114	117	16
2.0 TDCi 140 Titanium	£21725	138	129	20
2.0 TDCi 163 Titanium X	£24225	161	129	22
<b>GRAND C-MAX 5dr mpv</b> Fun and practical small seven seater				
1.0T 100 Ecoboost Zetec S-S	£19745	99	119	10
1.0T 125 Ecoboost Zetec S-S	£20245	123	119	10
1.0T 100 Ecoboost Titanium S-S	£21045	99	119	10
1.0T 125 Ecoboost Titanium S-S	£21545	123	119	10
1.0T 125 Ecoboost Titanium S-S 2.2	£22545	123	119	14
1.6T 150 Ecoboost Titanium S-S	£22250	148	149	19
1.6T 182 Ecoboost Titanium S-S	£24995	180	149	22
1.6 TDCi 115 Zetec	£20745	114	124	16
1.6 TDCi 115 Titanium	£22045	114	124	16
1.6 TDCi 115 Titanium X	£24045	114	124	16
2.0 TDCi 140 Titanium	£23250	138	134	20
2.0 TDCi 163 Titanium	£25750	161	134	22
<b>S-MAX 5dr mpv</b> Proof that MPV's need not be boring or ungainly. A benchmark				
1.6T 160 Ecoboost Zetec S-S	£23310	158	159	18
1.6 160 Eco Titanium S-S	£25060	158	159	19
2.0 203 Ecoboost Titanium auto	£26735	200	189	22
2.0 240 Tlt. X Sp. Au	£31485	237	194	27
1.6 TDCi 115 Zetec S-S	£24110	114	139	17
1.6 TDCi 115 Eco Titanium S-S	£25860	114	139	17
2.0 TDCi 140 Zetec	£24295	138	139	17
2.0 TDCi 140 Titanium	£26045	138	139	18
2.0 TDCi 163 Titanium	£26645	161	139	19
2.0 TDCi 163 Tlt. X Sp.	£30395	161	139	21
2.2 TDCi 200 Titanium	£27870	197	174	26
2.2 TDCi 200 Tlt. X Sp.	£31620	197	174	26
<b>GALAXY 5dr mpv</b> Huge seven-seat MPV. Easy to place on the road. Not cheap				
2.2 TDCi 200 Titanium X	£32875	197	179	27
1.6 160 Ecoboost Zetec S-S	£25670	158	167	18
1.6 160 Eco Titanium S-S	£27570	158	167	18
1.6 160 Eco Titanium S-S	£30070	158	167	18
2.0 203 Ecoboost Titanium auto	£29235	200	189	24
2.0 203 Ecoboost Titan X auto	£31735	200	189	25
1.6 TDCi 115 Zetec S-S	£26460	114	139	16
1.6 TDCi 115 Eco Titanium S-S	£28360	114	139	17
1.6 TDCi 115 Eco Tlt. X S-S	£30860	114	139	18
2.0 TDCi 140 Zetec	£26645	138	139	20
2.0 TDCi 140 Titanium	£28545	138	139	20
2.0 TDCi 140 Titanium X	£31045	138	139	21
2.0 TDCi 163 Titanium	£29145	161	139	23
2.0 TDCi 163 Titanium X	£31645	161	139	23
2.2 TDCi 200 Titanium	£30375	197	179	26
<b>GINETTA</b>				
<b>G40 2dr coupé</b> Road-legal race car with stripped-out cockpit to spare				
R	£29950	175	181	-
<b>HONDA</b>				
<b>JAZZ 5dr hatch</b> Great packaging makes this a versatile, if not thrilling supermini				
1.2 i-VTEC SE	£13395	98	123	14
1.2 i-VTEC SE-T	£14390	98	123	14
1.4 i-VTEC ES Plus	£14895	98	129	19
1.4 i-VTEC ES Plus-T	£15890	98	129	19
1.4 i-VTEC Si-T	£15990	98	129	16
1.2 i-VTEC S	£11695	98	123	13
1.2 i-VTEC S A-C	£12545	98	123	13
1.2 i-VTEC S-T	£12690	98	123	13
1.2 i-VTEC S-T A-C	£13540	98	123	13
1.3 iMA Hybrid HE	£17150	97	104	16
1.3 iMA Hybrid HE-T	£18145	97	104	16
1.3 iMA Hybrid HS	£17650	97	104	16
1.3 iMA Hybrid HS-T	£18645	97	104	16
1.3 iMA Hybrid HX	£19250	97	104	16
1.3 iMA Hybrid HX-T	£20245	97	104	17
1.4 i-VTEC EX	£15995	98	129	16
1.4 i-VTEC EXL	£17195	98	129	16
1.4 i-VTEC EX-T	£16990	98	129	16
1.4 i-VTEC EXL-T	£18190	98	129	16
1.4 i-VTEC Si	£14995	98	129	16
<b>CIVIC 5dr hatch</b> A real contender, but the lack of rear legroom is a hindrance				
1.4 i-VTEC S	£15975	98	129	5
1.4 i-VTEC S-Nav	£16815	98	129	5
1.6 i-VTEC EX Plus	£25140	118	96	15
1.6 i-VTEC S	£18755	118	94	15
1.6 i-VTEC SE Plus	£20570	118	94	15
1.6 i-VTEC SE Plus-Nav	£21180	118	94	15
1.6 i-VTEC S-Nav	£19365	118	94	15
1.6 i-VTEC SR	£23140	118	94	16
1.8 i-VTEC EX Plus	£23935	99	145	15
1.8 i-VTEC SE Plus	£17635	140	137	13
1.8 i-VTEC SE Plus-Nav	£19565	99	145	14
1.8 i-VTEC S-Nav	£20175	99	145	14
1.8 i-VTEC SR	£18245	140	137	14
1.8 i-VTEC SR	£22135	99	145	14
1.8 i-VTEC Sport	£19615	99	145	14
1.8 i-VTEC Sport-Nav	£20225	99	145	14
1.6 i-VTEC Sport	£20820	118	98	15
1.6 i-VTEC Sport-Nav	£21430	118	98	15
<b>CIVIC TOURER 5dr estate</b> Versatile, comfortable and frugal, only price marks its scorecard				
1.6 i-VTEC S	£26140	118	103	16
1.6 i-VTEC S	£19755	118	99	15
1.6 i-VTEC SE Plus	£21570	118	99	15
1.6 i-VTEC SE Plus-Nav	£22180	118	99	15
1.6 i-VTEC SR	£24340	118	103	16
1.6 i-VTEC EX Plus	£24935	140	149	15
1.8 i-VTEC S	£18650	140	146	13
1.8 i-VTEC SE Plus	£20565	140	149	14
1.8 i-VTEC SE Plus-Nav	£21175	140	149	14
1.8 i-VTEC S-Nav	£19260	140	146	14
1.8 i-VTEC SR	£23135	140	149	14
<b>ACCORD 4dr saloon</b> Comfortable interior. Fiddly dash and forgettable drive				
2.0 i-VTEC ES	£23200	154	159	23
2.0 i-VTEC ES GT	£24120	154	159	24
2.0 i-VTEC ES GT Nav	£25320	154	159	24
2.0 i-VTEC EX	£26580	154	162	24
2.4 i-VTEC EX	£27885	198	199	26
2.4 i-VTEC EX ADAS	£30285	198	199	27
2.2 i-VTEC 150 ES	£25400	148	138	24
2.2 i-VTEC 150 ES GT	£26320	148	138	24
2.2 i-VTEC 150 ES GT Nav	£27520	148	138	24
2.2 i-VTEC 150 EX	£28795	148	141	25
2.2 i-VTEC 150 EX ADAS	£31195	148	141	26
2.2 i-VTEC 180 Type S	£31435	177	147	28
2.2 i-VTEC 180 Type S ADAS	£33685	177	147	29
<b>ACCORD TOURER 5dr estate</b> As above but more desirable and useful				
2.0 i-VTEC ES	£24680	154	163	23
2.0 i-VTEC ES GT	£25655	154	163	24
2.0 i-VTEC ES GT Nav	£26855	154	163	24
2.4 i-VTEC EX	£29545	198	201	26
2.4 i-VTEC EX ADAS	£31945	198	201	27
2.2 i-VTEC 150 ES	£26895	148	143	24
2.2 i-VTEC 150 ES GT	£27870	148	143	24
2.2 i-VTEC 150 ES GT Nav	£29070	148	143	24
2.2 i-VTEC 150 EX	£30330	148	146	25
2.2 i-VTEC 150 EX ADAS	£32730	148	146	26
2.2 i-VTEC 180 Type S	£32925	177	150	28
2.2 i-VTEC 180 Type S ADAS	£35175	177	150	29
<b>CR-V 5dr 4x4</b> The CR-V soldiers on. But it's hemmed in by cleverer competition				
1.6 i-VTEC 120 SE-Nav ZWD	£26740	118	115	22
1.6 i-VTEC 120 SE-Nav ZWD	£24300	118	115	23
1.6 i-VTEC 120 SR ZWD	£28495	118	119	23
2.0 i-VTEC S ZWD	£22340	154	168	22
2.0 i-VTEC S-Nav ZWD	£23240	154	168	22
2.0 i-VTEC SE ZWD	£24510	154	168	22
2.0 i-VTEC SE-Nav ZWD	£25680	154	168	22
2.0 i-VTEC SE	£25610	154	173	22
2.0 i-VTEC SE-Nav	£26780	154	173	22
2.0 i-VTEC SR	£28590	154	177	23
2.0 i-VTEC EX	£30435	154	177	23
2.0 i-VTEC EX	£23400	118	115	22
1.6 i-VTEC 120 S ZWD	£25570	118	115	22
1.6 i-VTEC 160 SE	£27570	158	129	26
1.6 i-VTEC 160 SE-Nav	£28740	158	129	26
1.6 i-VTEC 160 SR	£30625	158	133	27
1.6 i-VTEC 160 EX	£32470	158	133	27
<b>HYUNDAI</b>				
<b>i10 5dr hatch</b> Second gen i10 still close to the best.				
1.0 S	£8595	65	108	1
1.0 S Air	£9260	65	108	1
1.0 SE	£9610	65	108	1
1.0 SE Blue Drive	£9910	65	98	1
1.0 Premium	£10310	65	108	1
1.2 SE	£10110	86	114	4
1.2 Premium	£10810	86	114	4
<b>i20 5dr hatch</b> Very good value hatch. Fun byproduct: practically mostly spot on				
1.2 75 S	£10695	76	112	5
1.2 75 S Air	£11445	76	112	5
1.2 84 SE	£12725	84	119	6
1.2 84 Premium	£13725	84	119	6
1.2 84 Premium SE	£14725	84	119	6
1.4 100 SE	£13325	98	127	10
1.4 100 Premium	£14325	98	127	10
1.4 100 Premium SE	£15325	98	127	10
1.1 CRDi 75 S Blue	£12445	74	84	6
1.1 CRDi 75 SE	£14225	74	84	6
1.4 CRDi 90 SE	£14725	98	106	11
1.4 CRDi 90 Premium	£15725	98	106	12
1.4 CRDi 90 Premium SE	£16725	98	106	12
<b>i30 3dr hatch</b> As good as we come to expect, but not one inch better				
1.6 i20 Sport Nav	£18720	118	149	11
1.4 100 Class	£14605	98	139	7
1.4 100 Active	£15805	98	143	7
1.6 i20 Sport	£17600	118	149	



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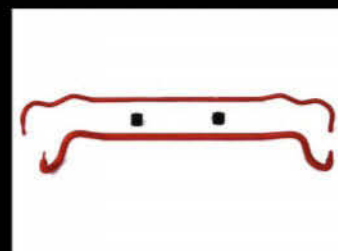
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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.4 98 2	£16805	99	143	8
1.6 GDI 132 2 ISG	£17595	128	124	12
1.6 GDI 133 1 ISG	£19395	128	124	12
1.6 GDI 133 3 ISG	£20600	128	137	13
1.6 GDI 133 3 Tech ISG	£22500	128	137	15
1.6 T-GDI 201 GT	£27000	201	171	29
1.6 T-GDI 201 GT Tech	£23400	201	171	29
1.4 CRDI 89 1	£16095	89	109	6
1.6 CRDI 126 1 ISG	£16695	126	97	12
1.6 CRDI 126 2 ISG	£18695	126	100	13
1.6 CRDI 126 3 ISG	£20495	126	100	13
1.6 CRDI 126 3 ISG	£22095	126	112	14
1.6 CRDI 126 4 Tech ISG	£23995	126	112	15
<b>CEED 5dr estate</b> Another slightly bigger looker from Schreyer, but also forgettable	★★★★☆			
1.4 98 VR7	£16400	99	148	8
1.4 CRDI 89 1 ISG	£17295	89	109	6
1.6 CRDI 126 1 ISG	£18095	126	116	12
1.6 CRDI 126 2 ISG	£19695	126	116	13
1.6 CRDI 126 3 ISG	£21495	126	116	13
1.6 CRDI 126 4 ISG	£23295	126	116	14
1.6 CRDI 126 4 Tech ISG	£25195	126	116	15
<b>PROCEED 3dr hatch</b> Another slightly smaller looker from Schreyer. Still not memorable	★★★☆☆			
1.4 98 VR7	£14900	133	143	10
1.6 GDI 133 3 ISG	£17895	133	124	14
1.6 GDI 133 3 ISG	£19905	133	137	15
1.6 GDI 133 3 SE DCT auto	£21205	133	140	14
1.6 T-GDI 201 GT	£22020	201	171	29
1.6 T-GDI 201 GT Tech	£22900	201	171	30
1.6 CRDI 126 1 ISG	£18995	126	100	13
1.6 CRDI 126 3 ISG	£20995	126	112	13
1.6 CRDI 126 3 ISG	£23095	126	112	13
<b>SOUL 5dr hatch</b> Looks divide opinion. Better value now, but still hardly the best option	★★★★☆			
EV 81kW	£29995	107	-	19
1.6 GDI Start	£12800	130	158	9
1.6 GDI Connect	£15000	130	158	10
1.6 GDI Connect Plus	£16100	130	158	10
1.6 GDI Mixx	£18350	130	170	11
1.6 GDI Maxx	£20150	130	170	11
1.6 CRDI Connect	£16600	126	132	9
1.6 CRDI Connect Plus	£17700	126	132	10
1.6 CRDI Mixx	£19950	126	132	10
1.6 CRDI Maxx	£21750	126	132	11
<b>OPTIMA 4dr saloon</b> Looks the part, but is well off the European saloon pace	★★★★☆			
1.7 CRDI 2 ISG	£22895	134	128	17
1.7 CRDI 1 ISG	£19995	134	128	17
1.7 CRDI 3 ISG	£25795	134	128	20
<b>VENGA 5dr mpv</b> Versatile interior, but firm ride and high price disappoint	★★★★☆			
1.4 89 1 ISG	£11995	89	130	8
1.4 89 1 Air ISG	£12795	89	130	8
1.4 89 SR7 ISG	£13595	89	130	9
1.4 89 2 ISG	£13895	89	130	9
1.6 123 3 ISG	£16190	123	139	13
1.6 123 2 auto	£15810	123	154	11
1.6 123 3 auto	£17290	123	154	11
1.4 CRDI 89 2	£15195	89	119	10
1.4 CRDI 89 SR7	£14895	89	119	10
1.6 CRDI 114 3 ISG	£17475	114	117	14
1.6 CRDI 114 4 ISG	£18570	114	117	14
<b>CARENS 5dr mpv</b> Nicely up to scratch now, but no class leader	★★★★☆			
1.7 CRDI 3 Sat Nav ISG	£25250	136	132	16
1.6 GDI 1 ISG	£18195	133	149	13
1.6 GDI 2 ISG	£19600	133	149	13
1.7 CRDI 114 1 ISG	£19590	114	124	12
1.7 CRDI 114 2 ISG	£20995	114	124	12
1.7 CRDI 134 2 A	£22400	136	159	16
1.7 CRDI 134 3 ISG	£24300	136	132	16
<b>SPORTAGE 5dr 4x4</b> Good ride, handling and usability	★★★★☆			
1.7 CRDI 4 2WD ISG	£25000	114	143	14
2.0 CRDI 4x4 4WD	£25000	134	149	16
1.6 GDI 1 2WD	£17500	133	158	14
1.6 GDI 2 2WD ISG	£19800	133	149	15
1.7 CRDI 1 2WD ISG	£19100	114	135	12
1.7 CRDI 2 2WD ISG	£21200	114	135	12
1.7 CRDI 3 2WD ISG	£23100	114	143	13
1.7 CRDI 3 SatNav 4WD ISG	£23900	114	143	13
2.0 CRDI 4x4 4WD	£23600	134	149	17
2.0 CRDI 4x4 4WD	£25500	134	156	17
2.0 CRDI 4x4 4WD nav	£26300	134	156	17
2.0 CRDI 4x4 4WD on nav	£27605	134	183	17
2.0 CRDI 181 4x4 4WD	£28200	134	158	19
<b>SORENTO 5dr 4x4</b> Big and dependable, but unlovable to look directly at	★★★★☆			
2.2 CRDI 181	£28795	197	149	24
2.2 CRDI 181	£31995	197	161	25
2.2 CRDI 181	£35845	197	161	26
2.2 CRDI 181	£40995	197	177	28
<b>KTU</b>				
<b>X-Bow 4dr unknown</b> Eccentric looks, sharp handling. Expensive	★★★★☆			
2.0 Street	£49980	237	185	-
2.0 Clubsport	£59755	237	185	-
2.0 Supersport	£79305	237	185	-
2.0 APT Sp. line 300	£59755	296	189	-
<b>LAMBORGHINI</b>				
<b>HURACAN 2dr coupé</b> A supercar to its bones, but the flaws are just as obvious	★★★★☆			
5.2 V10 LP 610-4	£180720	601	-	-
<b>AVENTADOR 2dr coupé</b> Big, bullish and ballistic. But not perfect	★★★★☆			
6.5 LP700-4	£242280	690	398	-
<b>LAND ROVER</b>				
<b>DEFENDER 3dr 4x4</b> An institution. Unbeatable off road, crude on it	★★★★☆			
90 2.2 D Hard Top	£23100	120	266	-
90 2.2 D Wagon	£25265	120	269	25
90 2.2 D Country	£27305	120	269	25
90 2.2 D X5 S Wagon	£30505	120	269	26
<b>DEFENDER 5dr 4x4</b> An institution. Unbeatable off road, crude on it	★★★★☆			
110 2.2 D Hard Top	£25010	120	295	26
110 2.2 D Country Utility Wagon	£29550	120	295	-
110 2.2 D Utility Wagon	£27620	120	295	-
110 2.2 D S Wagon	£27620	120	295	27
Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
110 2.2 D County	£29550	120	295	28
110 2.2 D X5 S Wagon	£33405	120	295	-
110 2.2 D X5 Utility Wagon	£32405	120	295	-
<b>DISCOVERY 5dr 4x4</b> The best compromise between off and on-road ability	★★★★☆			
3.0 SDV6 255 GS	£40005	252	213	39
3.0 SDV6 255 XSE	£46865	252	213	40
3.0 SDV6 255 HSE	£54495	252	213	41
<b>DISCOVERY SPORT 5dr 4x4</b> Hugely alluring	★★★★☆			
2.2 SD4 190 SE	£32395	188	162	28
2.2 SD4 190 SE Tech	£33895	188	162	28
2.2 SD4 190 HSE	£37595	188	162	31
2.2 SD4 190 HSE Luxury	£41195	188	162	31
<b>RANGE ROVER EVOQUE 3dr 4x4</b> A new class of desirability for the SUV	★★★★☆			
2.2 eD4 150 Pure Tech 2WD	£31205	148	129	29
2.2 SD4 190 Pure Tech 4WD	£33505	188	149	33
2.2 SD4 190 Dynamic 4WD	£39305	188	149	34
<b>RANGE ROVER EVOQUE 5dr 4x4</b> A new class of desirability for the SUV	★★★★☆			
2.0 SD4 240 Dynamic Lux 4WD	£46210	237	181	39
2.2 eD4 150 Pure 2WD	£29205	148	133	28
2.2 eD4 150 Pure Tech 2WD	£31205	148	133	29
2.2 SD4 190 Pure 4WD	£31505	188	149	32
2.2 SD4 190 Pure Tech 4WD	£33505	188	149	33
2.2 SD4 190 Dynamic 4WD	£39305	188	149	34
<b>RANGE ROVER 5dr 4x4</b> Arguably the best luxury car in the world. Easily the best SUV	★★★★☆			
5.0 V8 S Autobiography	£100350	503	299	50
5.0 V8 S Autobiography LWB	£107950	503	299	50
3.0 TDV6 Vogue	£73950	254	196	45
3.0 TDV6 Vogue SE	£80650	254	196	50
3.0 TDV6 Autobiography	£89650	254	196	50
3.0 SDV6 Hybrid Autobiography	£100350	335	169	50
4.4 SDV8 Vogue	£80850	308	229	50
4.4 SDV8 Vogue SE	£87550	308	229	50
4.4 SDV8 Autobiography	£96550	308	229	50
4.4 SDV8 Autobiography LWB	£104150	308	229	50
<b>RANGE ROVER SPORT 5dr 4x4</b> Just the right kind of dynamic twist. Brilliant	★★★★☆			
5.0 V8 S Autobiography Dynamic	£82650	503	298	49
3.0 SDV6 HSE	£61250	288	199	43
3.0 SDV6 HSE Dynamic	£66250	288	199	43
3.0 SDV6 Autobiography Dynamic	£76250	288	199	45
4.4 SDV8 Autobiography Dynamic	£82650	334	229	47
<b>LEXUS</b>				
<b>CT 5dr hatch</b> Makes sense only as a company car. Not fun	★★★☆☆			
200h S	£21245	134	82	19
200h SE	£22745	134	94	19
200h Advance	£24245	134	94	19
200h Luxury	£24745	134	94	20
200h Sport	£26995	134	94	20
200h Premier	£29745	134	94	21
<b>IS 4dr saloon</b> Sleek junior exec, well made and interesting. Needs a better diesel	★★★★☆			
250 SE	£26495	204	199	32
250 Luxury	£27995	204	199	33
250 F Sport	£30495	204	213	33
250 Premier	£35495	204	213	34
300h SE	£29495	217	99	31
300h Luxury	£30995	217	103	32
300h F Sport	£33495	217	109	32
300h Premier	£38495	217	109	33
<b>GS 4dr saloon</b> Refreshingly different, but lacks a diesel engine	★★★★☆			
300h SE	£31495	179	109	31
300h Luxury	£37495	179	113	32
300h F Sport	£41745	179	113	33
300h Premier	£43745	179	113	33
450h Luxury	£45495	338	141	42
450h F Sport	£51495	338	145	42
450h Premier	£51495	338	141	42
<b>LS 4dr saloon</b> Uninspiring luxury barge with a huge kit attached	★★★★☆			
460 Luxury	£71995	382	249	48
460 F Sport	£74495	382	249	49
600h F Premier	£99995	439	199	50
600h F Premier Night View	£101510	439	199	50
<b>NX 5dr hatch</b> Some good ideas, but dramatically off the pace to drive	★★★★☆			
2.0 200T F Sport	£38095	235	183	-
300h S 2WD	£29495	195	116	29
300h SE	£31495	195	121	31
300h Luxury	£34495	195	121	31
300h F Sport	£36995	195	121	32
300h Premier	£42995	195	121	33
<b>RX 5dr 4x4</b> Low flexibility, but hybrid function makes a degree of economic sense	★★★★☆			
450h SE	£44495	245	145	40
450h Luxury	£48495	245	145	41
450h F Sport	£51995	245	145	42
450h Premier	£55495	245	145	41
<b>RC-F 2dr coupé</b> An also-ran in the segment, although naturally-aspirated V8 is easy to like	★★★★☆			
5.0 V8	£59995	471	251	48
5.0 V8 Carbon	£67995	471	251	50
<b>LOTUS</b>				
<b>ELISE 2dr open</b> Pure sports car. Great chassis and steering, low running costs	★★★★☆			
1.6 Club Racer	£28580	134	149	43
1.6	£29050	134	149	43
1.8 S	£30650	134	149	43
1.8 S	£37205	217	175	43
<b>EXIGE 2dr coupé</b> Sharp, uncompromising track car. Unforgiving on road	★★★★☆			
3.5 V6 S	£54610	345	236	47
<b>EVORA 2dr coupé</b> Sublime combination of pliant ride and sweet handling	★★★★☆			
3.5 V6	£53080	276	217	50
3.5 V6+2	£54980	276	217	50
3.5 V6 Sp. Racer	£58850	276	217	50
3.5 V6 S	£62290	345	229	50
3.5 V6 S+2	£64190	345	229	50
3.5 V6 S Sp. Racer	£66850	345	229	50
<b>MASERATI</b>				
<b>Ghibli 4dr saloon</b> Classy and entertaining but less polished than a 5-Series	★★★★☆			
3.0 V6	£52275	325	223	50
Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
3.0 V6 S	£63415	404	246	50
3.0 V6	£48830	271	158	50
<b>QUATTROPORTE 4dr saloon</b> Not quite as sophisticated as it might have been.	★★★★☆			
3.0 V6 S	£80095	404	-	50
3.8 V8	£110000	523	274	50
3.0 V6 Diesel	£69230	271	163	50
<b>GRANTURISMO 2dr coupé</b> Fantastic looks and soundtrack, average chassis	★★★★☆			
4.2 V8	£82140	400	330	50
4.7 V8 Sport	£90390	453	354	50
4.7 V8 MC Stradale	£109995	453	337	50
<b>GRANCABRIO 2dr open</b> Fantastic looks and soundtrack, average chassis	★★★★☆			
4.7 V8	£98200	433	354	50
4.7 V8 Sport	£102615	453	337	50
<b>MAZDA</b>				
<b>2dr hatch</b> Much more grown-up now. Handsome and comfortable - if slightly less fun	★★★★☆			
1.5 75 SE	£11995	74	110	-
1.5 75 SE-L	£12995	74	110	-
1.5 90 SE-L	£13995	90	105	-
1.5 90 SE-L Nav	£14395	90	105	-
1.5 90 Sport	£14995	90	105	-
1.5 90 Sport Nav	£15395	90	105	-
1.5 115 Sport Nav	£15995	113	117	-
1.5D 105 SE-L	£15995	104	8	





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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>E-CLASS CABRIOLET 2dr open</b> Nice cabin, but ride isn't great. Six-pot engines best. <b>★★★★★</b>				
E200 AMG Line	E41805	181	146	42
E400 AMG Line Plus	E49590	329	185	48
E220 BlueTEC SE	E38465	168	127	41
E400 Hybrid L SE Line	E41090	268	147	49
E250 CDI AMG Line	E44100	201	128	45
E350 BlueTEC AMG Line	E45810	228	154	48
<b>S-CLASS 2dr coupé</b> Heavyweight contender. Continental smothering luxury. <b>★★★★★</b>				
S500	E96190	449	207	50
S63 AMG	E125595	577	237	50
S65 AMG	E183065	621	279	50
<b>S-CLASS 4dr saloon</b> Still the best luxury car in the real world. Calm, advanced, rewarding. <b>★★★★★</b>				
S500 Plug-in Hybrid	E87965	436	65	50
S500 L AMG Line	E88395	449	207	50
S400 Hybrid L SE Line	E70900	328	147	49
S400 Hybrid L AMG Line	E74930	328	153	49
S600 L AMG Line	E140615	523	259	50
S63 AMG L	E119835	577	237	50
S65 AMG L	E119985	621	279	50
S300 BlueTEC Hybrid L AMG Line	E72620	204	120	49
S350 BlueTEC SE Line	E62905	254	146	49
S350 BlueTEC AMG Line	E67940	254	151	50
S350 BlueTEC L SE Line	E66910	254	148	50
S350 BlueTEC L AMG Line	E70940	254	154	50
<b>CLS 4dr saloon</b> Saloon-like practicality, coupe-like rewards. <b>★★★★★</b>				
400 AMG Line	E55850	328	170	50
63 AMG S	E86500	577	231	50
220 BlueTEC AMG Line	E46500	175	129	44
350 BlueTEC AMG Line	E49950	254	146	46
<b>CLS 5dr shooting brake</b> Saloon-like practicality, coupe-like rewards. <b>★★★★★</b>				
63 AMG S	E87000	577	231	50
220 BlueTEC AMG Line	E48080	175	129	44
350 BlueTEC AMG Line	E51400	254	162	47
<b>GLA 5dr 4x4</b> Not the most practical crossover, but good looking and very decent to drive. <b>★★★★★</b>				
GLA250 AMG Line 4Matic	E31330	208	154	34
GLA45 AMG	E44510	354	175	34
GLA200 CDI Sport	E26265	134	119	25
GLA200 CDI Sport 4Matic	E29150	134	119	25
GLA200 CDI AMG Line	E27210	134	119	25
GLA200 CDI 4Matic AMG Line	E30345	134	119	25
GLA220 CDI Sport 4Matic	E30775	168	129	28
GLA220 CDI AMG Line 4Matic	E33715	168	129	28
<b>M-CLASS 5dr 4x4</b> Roomy, quiet and well-appointed. A proper Merc SUV. <b>★★★★★</b>				
Mercedes SUV				
M250 BlueTEC SE Exec	E50180	254	189	43
M163 AMG	E86995	356	276	50
M250 BlueTEC SE Exec	E47340	201	165	38
M250 BlueTEC AMG Line	E50000	201	165	38
M250 BlueTEC AMG Line	E52840	254	189	43
<b>G-CLASS 5dr 4x4</b> Massively expensive and compromised, but with character to spare. <b>★★★★★</b>				
G350 BlueTEC	E86435	208	295	50
G63 AMG	E129735	537	322	50
<b>GL-CLASS 5dr 4x4</b> Decent on road and off despite its size. Nice cabin, too. <b>★★★★★</b>				
G500 BlueTEC AMG Sport	E60750	261	209	49
GL63 AMG	E92350	549	288	50
<b>V-CLASS 5dr mpv</b> Expensively appointed mini bus. With matching price tag. <b>★★★★★</b>				
V220 SE	E41845	161	149	9
V220 Sport	E44340	161	149	9
V220 Extra Long SE	E43380	161	149	9
V220 Extra Long Sport	E45875	161	149	9
V250 SE	E43515	161	157	9
V250 Sport	E46010	161	157	9
V250 Extra Long SE	E45050	161	157	9
V250 Extra Long Sport	E47545	161	157	9
<b>SLK 2dr open</b> Enthusiastic, neat handling and brisk all-weather roadster. <b>★★★★★</b>				
200 CGI BlueEFF Sport	E34750	181	158	41
250 CGI BlueEFF Sport	E38705	201	169	44
350 CGI BlueEFF Sport	E44605	302	167	45
SLK55 AMG	E55345	416	195	47
SLK250 CDI	E33150	201	132	42
SLK250 CDI AMG Sport	E37150	201	132	42
<b>SL 2dr open</b> Big, luxurious and classier than a royal stud farm. Merc at its best. <b>★★★★★</b>				
SL400	E72500	329	178	50
SL500 AMG Sport	E81915	429	212	50
SL63 AMG	E112510	557	231	50
SL65 AMG	E116670	621	270	50
<b>CL 2dr coupé</b> Comfortable big coupe. More than sports car. <b>★★★★★</b>				
CL500	E95545	429	227	50
CL63 AMG	E118885	536	244	50
CL65 AMG	E164840	621	334	50
<b>AMG GT 2dr coupé</b> Clever and handsome replacement for the SL. Different, but very good. <b>★★★★★</b>				
4.0 V8	E97195	456	216	50
4.0 V8 S	E110495	503	219	50
<b>MG</b>				
<b>MG3 5dr hatch</b> Neatly tuned and nicely styled super-mini. Flaws covered up by price. <b>★★★★★</b>				
1.5 3Tie	E8399	105	136	4
1.5 3Form	E9299	105	136	4
1.5 3Form Sport	E9549	105	136	4
1.5 3Style	E9999	105	136	4
<b>MG6 4dr saloon</b> Good dynamics and space. Poor finish and running costs. <b>★★★★★</b>				
1.8T Magnetite TSE	E19955	158	174	14
1.9 DTI Magnetite TSE	E21195	148	129	14
<b>MG6 5dr hatch</b> Good dynamics and space. Poor finish and running costs. <b>★★★★★</b>				
1.8 TCI GT S	E15455	158	174	14
1.8 TCI GT SE	E16955	158	174	14
<b>1.8 TCI GT SE</b>	E18955	158	174	14
1.9 DTI GT S	E16995	148	129	14
1.9 DTI GT SE	E18195	148	129	14
1.9 DTI GT TSE	E20195	148	129	14
<b>MINI</b>				
<b>HATCH 3dr hatch</b> Has matured very satisfyingly into its larger footprint. A real contender. <b>★★★★★</b>				
1.2 One	E13955	102	108	12
1.5 Cooper	E15505	134	105	18
2.0 S Cooper	E18840	189	133	26
1.5 dCi Tekna	E15075	114	89	11
1.5 dCi Cooper	E16435	114	92	15
2.0 S Cooper	E19655	168	106	23
<b>HATCH 5dr hatch</b> Additional door hardly adds charm. Bottom line embellished nevertheless. <b>★★★★★</b>				
1.2 One	E14565	102	112	12
1.5 Cooper	E16105	134	109	18
2.0 S Cooper	E19440	189	136	26
1.5 dCi One	E15675	94	92	11
1.5 dCi Cooper	E17235	114	95	15
2.0 S Cooper	E20255	168	109	23
<b>ONE CONVERTIBLE 2dr open</b> Lots of style, but poor ride and refinement. <b>★★★★★</b>				
1.6	E16585	97	133	14
<b>COOPER CONVERTIBLE 2dr open</b> Lots of style, poor ride and refinement. <b>★★★★★</b>				
1.6	E18015	121	133	18
1.6 Highgate	E21175	121	133	20
1.6 T S	E21215	181	139	30
1.6 T S Highgate	E24245	181	139	32
1.6 T S John Cooper Works	E25460	208	157	36
1.6 D	E19095	110	105	19
1.6 Highgate	E22255	110	105	21
2.0 D	E21925	141	118	23
2.0 D Highgate	E24955	141	118	24
<b>PACEMAN 3dr coupé</b> Two-door Countryman a Mini too far for us. Tough to like. <b>★★★★★</b>				
1.6 Cooper	E19115	121	137	16
1.6 T Cooper S	E22485	181	139	30
1.6 T Cooper S ALL4	E23720	181	148	29
1.6 T John Cooper Works	E29575	208	165	34
1.6 T Cooper D ALL4	E21645	110	123	14
1.6 D Cooper D	E20375	110	111	15
2.0 D Cooper SD	E23235	141	119	20
2.0 D Cooper SD ALL4	E24535	141	126	19
<b>COUNTRYMAN 5dr 4x4</b> Big, but still more funky than useful. <b>★★★★★</b>				
1.6 Cooper	E17105	97	134	12
1.6 Cooper 2WD	E18625	120	137	16
1.6 T Cooper S	E22005	181	139	30
1.6 T Cooper S ALL4 4WD	E23240	181	148	28
1.6 T JCW	E28985	215	165	33
1.6 D One 2WD	E18135	89	111	13
1.6 D Cooper 2WD	E19885	110	111	18
1.6 D Cooper D ALL4 4WD	E21165	110	123	16
2.0 D Cooper SD	E22755	141	119	20
2.0 D Cooper SD ALL4 4WD	E24055	141	126	20
<b>MITSUBISHI</b>				
<b>I 5dr hatch</b> Electric city transport. Fun, quirky but ludicrously expensive. <b>★★★★★</b>				
MIEV Keiko	E28554	63	0	27
<b>MIRAGE 5dr hatch</b> Straightforward hatchback. Not for the likes of us. <b>★★★★★</b>				
1.2 70 MIVEC 1	E9054	70	96	15
1.2 70 MIVEC 2	E11054	79	96	18
1.2 70 MIVEC 3	E12054	79	100	18
<b>ASX 5dr 4x4</b> Engine sets a new standard, but otherwise unexceptional. <b>★★★★★</b>				
1.6 2 ZWD	E15184	115	137	13
1.6 3 ZWD	E17435	115	137	13
1.8 DID 3 ZWD	E19435	114	136	19
1.8 DID 4 ZWD	E24344	114	136	19
2.0 DID 4 ZWD auto	E24884	148	153	19
<b>SHOGUN 5dr 4x4</b> Has its appeal. Needs more chassis finesse, but still charming. <b>★★★★★</b>				
3.2 Di-DC S62	E29289	197	213	32
3.2 Di-DC S63 auto	E34489	197	224	34
3.2 Di-DC S64 auto	E37489	197	224	34
<b>OUTLANDER 5dr 4x4</b> Practical and efficient, although very ordinary inside. <b>★★★★★</b>				
2.0 PHEV GX3h	E33304	200	44	26
2.0 PHEV GX4h	E37954	200	44	27
2.0 PHEV GX4h	E40054	200	44	24
2.2 Di-D GX2 AWD	E23984	148	138	22
2.2 Di-D GX3 AWD	E26784	148	140	23
2.2 Di-D GX4 AWD	E30684	148	140	24
<b>MORGAN</b>				
<b>3 WHEELER 2dr open</b> Eccentric, uniquely English and not a little special. <b>★★★★★</b>				
1.9 115 Sport	E31140	115	215	1
1.9 115 Bespoke	E34000	115	-	-
1.9 115 Superspy	E34995	115	-	-
<b>AERO SUPERSPORTS 2dr open</b> Has pace and kerbside status, but pricey. <b>★★★★★</b>				
4.8 V8	E126900	390	269	1
<b>4.8 2dr open</b> Has its appeal, but not so rewarding to drive. <b>★★★★★</b>				
1.6	E31500	110	-	-
<b>PLUS 4 2dr open</b> Has its appeal. Needs more chassis finesse, but still charming. <b>★★★★★</b>				
2.0 2 Seater	E35400	145	172	-
2.0 4 Seater	E40200	145	172	-
<b>ROADSTER 2dr open</b> More advanced, but pricey and needs better brakes. <b>★★★★★</b>				
3.7 V6 4 Seater	E51000	280	-	-
3.7 V6	E45900	280	-	-
<b>PLUS EIGHT 2dr open</b> Oldie VW charm lives on, but requires oodles of cash. <b>★★★★★</b>				
4.8 V8	E85200	367	-	-
<b>NISSAN</b>				
<b>MICRA 5dr hatch</b> Low running costs but below average overall. <b>★★★★★</b>				
1.2 Visia	E10295	79	115	6
1.2 Acenta	E11945	79	115	7
1.2 Tekna	E13345	79	115	7
1.2 DIG-S Visia	E12045	97	95	10
1.2 DIG-S Acenta	E13045	97	99	10
1.2 DIG-S Tekna	E14445	97	99	11
<b>JUKE 5dr hatch</b> High-riding, funky hatch is a compelling package. High CO2. <b>★★★★★</b>				
1.2 DIG-T Acenta	E15320	114	129	12
1.2 DIG-T Acenta Premium	E16470	114	129	12
1.2 DIG-T Tekna	E17670	114	129	12
1.6 Visia	E13420	93	138	12
1.6 DIG-T 190 Acenta Premium	E17900	188	159	21
1.6 DIG-T 190 Tekna	E19100	188	159	21
1.6 DIG-T 200 Nismo	E21650	197	159	21
1.5 dCi Visia	E15320	109	104	13
1.5 dCi Acenta	E16715	109	104	13
1.5 dCi Acenta Premium	E17865	109	104	13
1.5 dCi Tekna	E19065	109	104	13
<b>NOTE 5dr hatch</b> It lacks a bit of verve, but objectively the Note is entirely fit for purpose. <b>★★★★★</b>				
1.2 Visia	E12130	78	109	6
1.2 Acenta	E13525	78	109	6
1.2 Acenta Premium	E14425	78	109	6
1.2 DIG-S Acenta	E14625	97	99	10
1.2 DIG-S Acenta Premium	E15525	97	99	10
1.2 DIG-S Tekna	E16230	97	99	10
1.5 dCi Visia	E14130	89	92	8
1.5 dCi Acenta	E15525	89	92	8
1.5 dCi Acenta Premium	E16425	89	92	9
1.5 dCi Tekna	E17130	89	92	9
<b>LEAF 5dr hatch</b> Comfortable electric car with 100 mile range. <b>★★★★★</b>				
80kW Tekna	E30590	107	0	24
80kW Visia	E26490	107	0	23
80kW Acenta	E27590	107	0	23
80kW Acenta	E28590	107	0	23
<b>PULSAR 5dr hatch</b> Undeniably fit for purpose, but its appeal goes no deeper than that. <b>★★★★★</b>				
1.2 DIG-T 115 Visia	E15995	114	117	10
1.2 DIG-T 115 Acenta	E17645	114	117	10
1.2 DIG-T 115 n-Tec	E18995	114	117	10
1.2 DIG-T 115 Tekna	E20345	114	117	10
1.5 dCi 110 Visia	E17595	99	94	11
1.5 dCi 110 Acenta	E19245	99	94	11
1.5 dCi 110 n-Tec	E20595	99	94	11
1.5 dCi 110 Tekna	E21945	99	94	11
<b>QASHQAI 5dr hatch</b> Second generation a masterly update of the first. The crossover to beat. <b>★★★★★</b>				
1.6 DIG 130 Tekna AWD	E28500	128	115	19
1.2 DIG-T 115 Visia	E18265	113	129	17
1.2 DIG-T 115 Acenta	E19850	113	129	14
1.2 DIG-T 115 n-Tec	E21700	113	129	14
1.2 DIG-T 115 Tekna	E22250	113	129	14
1.2 DIG-T 115 n-Tec +				



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1.2 TSI 105 SE DSG	£14185	104	124	12
1.2 TSI 105 FR	£14190	104	119	12
1.2 TSI 105 FR DSG	£15285	104	124	12
1.4 TSI 140 ACT FR	£15495	138	109	21
1.4 TSI 140 ACT FR Edition	£16110	138	109	22
1.4 TSI 180 Cupra DSG	£18980	178	139	27
1.2 TDI 75 S A-C	£13305	74	102	7
1.2 TDI 75 S A-C Ecomotive	£13830	74	92	7
1.2 TDI 75 SE Ecomotive	£14360	74	92	7
1.6 TDI 105 SE	£14910	104	112	14
1.6 TDI 105 FR	£15910	104	112	14
2.0 TDI 143 FR	£17085	141	123	22
<b>IBIZA 5dr hatch</b>	Sharp looks and handling. Cupra needs a manual	★★★★☆		
1.2 12v 70 S A-C	£11960	69	125	5
1.4 85 SE	£13095	84	139	9
1.4 85 Toca	£13420	84	139	11
1.2 TSI 105 SE DSG	£14735	104	124	12
1.2 TSI 105 FR	£14740	104	119	12
1.2 TSI 105 FR DSG	£15835	104	124	12
1.4 TSI 140 ACT FR	£16045	138	109	21
1.4 TSI 140 ACT FR Edition	£16640	138	109	22
1.2 TDI 75 S A-C	£13855	74	102	7
1.2 TDI 75 S A-C Ecomotive	£14380	74	92	7
1.2 TDI 75 SE Ecomotive	£14910	74	92	7
1.6 TDI 105 SE	£15460	104	112	14
1.6 TDI 105 FR	£16460	104	112	14
2.0 TDI 143 FR	£17635	141	123	22
<b>IBIZA 5dr estate</b>	Rivals are more practical but Ibiza is fun	★★★★☆		
1.2 70 S A-C	£12660	69	128	5
1.4 85 SE	£13795	84	139	9
1.4 85 Toca	£14120	84	139	11
1.2 TSI 105 SE DSG	£15435	103	124	12
1.2 TSI 105 FR	£15440	103	119	12
1.4 TSI 140 ACT FR	£16745	138	109	21
1.2 TDI 75 S A-C	£14555	74	105	7
1.2 TDI 75 S A-C Ecomotive	£15080	74	92	7
1.2 TDI 75 SE Ecomotive	£15610	74	92	7
1.6 TDI 105 SE	£16160	104	112	14
1.6 TDI 105 FR	£17160	104	112	14
<b>TOLEDO 5dr hatch</b>	Makes practical sense, but leaves no other lasting impression	★★★★☆		
1.2 TSI 85 S	£14265	84	119	10
1.2 TSI 105 S	£15295	104	116	13
1.2 TSI 105 SE	£16515	104	118	14
1.4 TSI 122 SE DSG	£17965	120	134	17
1.6 TDI CR S Ecomotive	£17150	104	104	15
1.6 TDI CR S Ecomotive	£18370	104	106	15
<b>LEON 3dr hatch</b>	Sharp looks and handling. Inevitably back from the Golf's quality	★★★★☆		
1.6 TDI 110 SE Ecomotive	£19625	108	87	14
1.2 TSI 110 S	£15815	108	114	13
1.2 TSI 110 SE	£16935	108	114	13
1.4 TSI 125 SE	£17535	123	120	16
1.4 TSI 140 FR	£19265	138	119	18
1.8 TSI 180 FR	£20740	178	137	25
2.0 TSI 265 Cupra	£25960	261	154	32
2.0 TSI 280 Cupra	£27210	276	154	33
1.6 TDI CR 105 S	£17515	104	99	13
1.6 TDI CR 105 SE	£18635	104	99	13
2.0 TDI CR 150 SE	£19985	148	106	19
2.0 TDI CR 150 FR	£21530	148	106	20
2.0 TDI CR 184 FR	£22520	181	109	26
<b>LEON 5dr hatch</b>	Sharp looks and handling. Inevitably back from the Golf's quality	★★★★☆		
1.6 TDI 110 SE Ecomotive	£19925	108	87	14
1.2 TSI 110 S	£16115	108	114	13
1.2 TSI 110 SE	£17235	108	114	13
1.4 TSI 125 SE	£17835	123	120	16
1.4 TSI 140 FR	£19565	138	119	18
1.8 TSI 180 FR	£21040	178	137	25
2.0 TDI CR 184 FR	£22820	181	109	26
2.0 TDI 280 Cupra	£27510	276	154	33
1.6 TDI CR 105 S	£17815	104	99	13
1.6 TDI CR 105 SE	£18935	104	99	13
2.0 TDI CR 150 SE	£20285	148	106	19
2.0 TDI CR 150 FR	£21830	148	106	20
<b>LEON 5dr estate</b>	Sharp looks and handling. Inevitably back from the Golf's quality	★★★★☆		
1.2 TSI 105 S	£16675	104	114	12
1.2 TSI 105 SE	£17795	104	114	13
1.4 TSI 140 FR	£20390	138	122	18
1.4 TSI 140 SE	£18845	138	122	17
1.6 TDI 110 SE Ecomotive	£20920	108	87	14
1.6 TDI CR 105 S	£18810	104	99	13
1.6 TDI CR 105 SE	£19930	104	99	13
1.8 TSI 180 FR	£22035	178	137	25
2.0 TDI CR 150 FR	£22825	148	106	20
2.0 TDI CR 150 SE	£21280	148	106	19
2.0 TDI CR 184 FR	£23815	181	112	26
<b>ALTEA 5dr hatch</b>	Short on interior flexibility and visibility. Well-judged drive	★★★★☆		
1.6 TDI 105 i-Tech Ecomotive	£19345	103	119	14
2.0 TDI 140 i-Tech	£20145	138	129	19
XL 1.6 TDI 105 i-Tech Ecomotiv	£20065	103	119	13
XL 2.0 TDI 140 i-Tech	£20865	138	129	19
<b>ALHAMBRA 5dr mpv</b>	Practical, refined and good value. Not exciting	★★★★☆		
2.0 TDI 140 Ecomotive S	£25630	138	146	18
2.0 TDI 140 Ecomotive SE	£27510	138	146	18
2.0 TDI 140 Ecomotive i-Tech	£28630	138	146	18
2.0 TDI 140 Eco S Lux	£30900	138	146	18
2.0 TDI 177 SE	£28750	138	158	22
2.0 TDI 177 SE Lux	£32420	138	158	22
<b>SKODA</b>				
<b>CTIGO 3dr hatch</b>	The VW Up in entry-level Skoda format	★★★★☆		
1.0 60 S	£8210	59	105	1
1.0 60 SE	£9060	59	105	1
1.0 60 Monte Carlo	£10590	59	105	2
1.0 60 GreenTech SE	£9420	59	95	1
1.0 60 GreenTech Eleg.	£10000	59	95	1
1.75 GreenTech Eleg.	£10390	74	98	2
<b>CTIGO 5dr hatch</b>	The VW Up in entry-level Skoda format	★★★★☆		
1.0 60 S	£8560	59	105	1
1.0 60 SE	£9410	59	105	1
1.0 60 Monte Carlo	£10940	59	105	2
1.0 60 GreenTech SE	£9770	59	95	1
1.0 60 GreenTech Eleg.	£10350	59	95	1
1.75 GreenTech Eleg.	£10740	74	98	2
<b>FABIA 5dr hatch</b>	Straight-laced for a supermini, but as likeable an all-rounder as you'll find	★★★★☆		
1.0 60 S	£10600	59	106	-
1.0 75 S	£11460	74	108	-
1.0 75 SE	£12760	74	108	-
1.2 90 SE L	£13610	74	108	-
1.2 90 SE	£13390	89	107	-
1.2 90 SE L	£14240	89	107	-
1.2 110 DSG S	£13740	108	109	-
1.2 110 SE	£14040	108	110	-
1.2 110 SE L	£14890	108	110	-
1.4 TDI 90 S	£14090	89	88	-
1.4 TDI 90 SE	£15390	89	88	-
1.4 TDI 90 SE L	£16240	89	88	-
1.4 TDI 105 SE L	£16840	104	90	-
<b>FABIA 5dr estate</b>	Straight-laced for a supermini, but as likeable an all-rounder as you'll find	★★★★☆		
1.0 75 S	£12460	74	109	4
1.0 75 SE	£13905	74	109	3
1.2 90 SE L	£14755	74	109	3
1.2 TSI 110 S DSG	£14740	108	110	13
1.2 TSI 110 SE	£15185	108	110	12
1.2 TSI 110 SE L	£16035	108	110	12
1.2 TSI 90 SE	£14535	89	107	8
1.2 TSI 90 SE L	£15385	89	107	8
1.2 TSI 105 SE L	£17985	104	92	12
1.4 TDI 90 S	£15090	89	89	10
1.4 TDI 90 SE	£16535	89	89	10
1.4 TDI 90 SE L	£17385	89	89	11
<b>RAPID 5dr hatch</b>	Slender five-door hatch makes most sense under a Skoda badge	★★★★☆		
1.6 TDI 105 E	£17145	103	114	16
1.6 TDI 105 Eleg.	£17555	103	114	13
1.6 TDI 105 GreenLine	£17815	103	99	13
1.6 TDI 105 GreenTech Eleg.	£17805	103	104	13
1.6 TDI 105 GreenTech SE	£17055	103	104	13
1.6 TDI 90 S	£15855	103	114	13
1.6 TDI 90 SE	£16805	103	114	13
1.2 75 S	£13190	74	137	7
1.2 TSI 86 S	£13980	84	119	10
1.2 TSI 86 SE	£14930	84	119	10
1.2 TSI 86 GreenTech S	£14230	84	114	10
1.2 TSI 86 GreenTech SE	£15180	84	114	10
1.2 TSI 105 SE	£15630	104	125	13
1.2 TSI 105 Eleg.	£16380	104	125	13
1.2 TSI 105 GreenTech SE	£15880	104	118	13
1.2 TSI 105 GreenTech Eleg.	£16630	104	118	13
1.2 TSI 105 Sport	£15630	104	125	15
1.4 TSI 122 SE DSG	£17425	120	134	16
1.4 TSI 122 Eleg. DSG	£18175	120	134	16
1.4 TSI 122 GreenTech SE DSG	£17545	120	127	18
1.4 TSI 122 GreenTech Eleg.	£17450	120	127	18
1.6 TDI 105 S	£16430	103	114	16
1.6 TDI 105 SE	£17380	103	114	15
1.6 TDI 105 Eleg.	£18130	103	114	15
1.6 TDI 105 GreenTech SE	£17630	103	106	15
1.6 TDI 105 GreenTech Eleg.	£18380	103	106	15
<b>RAPID 5dr estate</b>	Estate shape makes most sense of Rapid's skinny body	★★★★☆		
1.2 TSI 105 Eleg.	£12640	104	125	14
1.2 TSI 105 GreenTech Eleg.	£16890	104	118	14
1.2 TSI 105 GreenTech SE	£16430	104	118	15
1.2 TSI 105 SE	£16180	104	125	14
1.2 TSI 86 GreenTech S	£14590	84	114	12
1.2 TSI 86 GreenTech SE	£15730	84	114	12
1.2 TSI 86 S	£14340	84	119	11
1.2 TSI 86 SE	£15480	84	119	12
1.4 TSI 122 Eleg. DSG	£18445	120	134	18
1.4 TSI 122 GreenTech SE DSG	£18105	120	127	18
1.4 TSI 122 G'tech Eleg. DS	£18565	120	127	18
1.4 TSI 122 SE DSG	£17985	120	134	17
1.6 TDI 105 Eleg.	£18390	103	114	16
1.6 TDI 105 GreenTech Eleg.	£18640	103	106	16
1.6 TDI 105 GreenTech SE	£18180	103	106	16
1.6 TDI 105 S	£16790	103	114	15
1.6 TDI 105 SE	£17930	103	114	16
1.6 TDI 105 GreenLine	£17195	89	99	14
1.6 TDI 105 GreenTech Eleg.	£17990	89	106	14
1.6 TDI 105 GreenTech SE	£17530	89	106	14
1.6 TDI 90 S	£16140	89	114	13
1.6 TDI 90 SE	£17280	89	114	14
1.6 TDI 90 Eleg.	£17740	89	114	14
<b>OCTAVIA 5dr hatch</b>	Extended wheelbase makes the Octavia an even more practical choice	★★★★☆		
1.6 TDI 105 SE Business	£19775	104	99	14
1.2 TSI 105 S	£16525	104	114	13
1.2 TSI 105 SE	£17875	104	114	13
1.2 TSI 140 SE	£19075	138	121	18
1.4 TSI 140 Eleg.	£20775	138	121	19
1.8 TSI 180 Laurin & Klement	£26915	178	141	25
2.0 TSI 220 vRS	£24100	217	142	29
1.6 TDI 105 S	£18575	104	99	13
1.6 TDI 105 SE	£19925	104	99	13
1.6 TDI 105 Eleg.	£21625	104	99	14
1.6 TDI 110 GreenLine	£20515	108	85	19
1.6 TDI 110 SE Business GreenL	£20365	108	85	19
2.0 TDI 150 SE	£20825	148	106	19
2.0 TDI 150 SE Business	£20675	148	106	20
2.0 TDI 150 Eleg.	£22525	148	106	20
2.0 TDI 150 Laurin & Klement	£26755	148	106	22
2.0 TDI 184 vRS	£24365	181	119	26
<b>OCTAVIA 5dr estate</b>	Extended wheelbase makes the Octavia an even more practical choice	★★★★☆		
1.6 TDI 105 Eleg. 4x4	£23880	104	119	14
1.6 TDI 105 SE 4x4	£22180	104	119	13
1.6 TDI 105 SE Business	£20580	104	99	13
1.6 TDI 110 GreenLine	£21320	108	85	15
1.6 TDI 110 SE Business C'line	£21170	108	85	19
2.0 TDI 150 Eleg. 4x4	£24780	148	124	20
2.0 TDI 150 SE 4x4	£23080	148	124	19
2.0 TDI 150 SE Business	£21480	148	110	19
1.2 TSI 105 S	£17330	104	117	13
1.2 TSI 105 SE	£18680	104	117	13
1.4 TSI 140 SE	£19880	138	121	18
1.4 TSI 140 Eleg.	£21580	138	121	19
1.8 TSI 180 Laurin & Klement	£27720	178	141	25
2.0 TSI 220 vRS	£24905	217	142	29
1.6 TDI 105 S	£19380	104</		



# NEW CARS A-Z

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.0 VTI-I Icon	E13345	68	99	5	1.2i 16v VVT ecoFLEX SE AC	E12325	95	118	10	1.6 CDTi 110 ecoFLEX Elite S-S	E24190	108	97	14	1.8i 140 Tech Line	E27519	192	149	24	1.6 CDTi 105 S	E19650	89	98	10
1.33 VTI-I Icon	E14095	98	114	10	<b>ADAM 3dr hatch</b> Certainly looks the part, but there are better superminis ahead of it <b>★★★★★</b>	E13455	113	114	3	1.6 CDTi 110 eFLEX Design S-S	E18755	108	97	14	1.8i 140 Exclusiv	E22420	138	169	14	1.6 CDTi 105 Match	E19035	103	99	12
1.33 VTI-I Sport	E14995	98	119	10						1.6 CDTi 110 eFLEX SRI S-S	E22755	108	97	14	1.6 CDTi 136 Tech Line	E23315	134	109	16	2.0 TDI 150 Match	E22250	148	106	18
1.33 VTI-I Excel	E15695	98	119	10						1.6 CDTi 110 eFLEX Tech Ln S-S	E19350	108	97	14	1.6 CDTi 136 Exclusive	E25540	134	109	16	2.0 TDI 150 GT	E23700	148	106	17
1.5 VTI-I Hybrid Icon	E16195	98	75	10						1.6 CDTi 136 ecoFLEX Elite S-S	E24785	134	104	14	1.6 CDTi 136 SE	E26935	134	109	16	2.0 TDI 184 GTD	E26015	181	109	26
1.5 VTI-I Hybrid Excel	E17695	98	82	11						1.6 CDTi 136 eFLEX Design S-S	E19350	134	104	14	2.0 CDTi 130 ES	E23115	129	137	15	<b>GOLF 5dr hatch</b> The complete package. Reassuringly expensive <b>★★★★★</b>				
1.4 D-40 Icon	E15595	98	99	11						1.6 CDTi 136 eFLEX SRI S-S	E23350	134	104	14	2.0 CDTi 130 Tech Line	E21900	129	137	15	1.6 TDI 90 S	E19650	89	98	10
<b>AURIS 5dr hatch</b> Disappointingly average. There are many better rivals <b>★★★★★</b>										1.6i VVT 115 Design	E17080	114	149	12	2.0 CDTi 130 SRI	E25475	129	137	15	2.0 TSI 300 R	E30805	296	165	34
1.33 VTI-I Active	E14945	99	125	7						1.6i VVT 115 Elite	E22260	114	149	12	2.0 CDTi 130 SE	E25520	129	137	15	e-Golf 115 BEV	E31145	114	0	15
1.33 VTI-I Icon	E17645	99	125	8						1.6i VVT Tech Line	E18470	114	149	12	2.0 CDTi 130 Elite	E27020	129	137	15	1.2 TSI 85 S	E17830	84	113	7
1.6 V-matic Icon	E17995	130	138	14						1.6 CDTi 165 Elite S-S	E25275	162	124	20	2.0 CDTi 165 Tech Line	E22515	163	139	19	1.18840	E18840	104	114	11
1.6 V-matic Icon CVT	E18995	130	134	14						2.0 CDTi 165 Tech Line auto	E22040	162	154	20	2.0 CDTi 165 Exclusiv	E24740	163	139	19	1.4 TSI 122 S	E19600	121	123	14
1.6 V-matic Sport	E18705	130	140	14						1.6 CDTi 165 Tech Line S-S	E21015	162	124	20	2.0 CDTi 165 SRI	E26090	163	139	19	1.4 TSI 122 Match	E20535	121	123	15
1.6 V-matic Excel	E20250	130	140	14						1.6i VVT SRI	E20565	114	149	12	2.0 CDTi 165 SE	E26135	163	139	19	1.4 TSI 150 GT ACT	E23850	148	112	15
1.8 VTI-I Icon Hybrid	E20645	134	84	7						2.0 CDTi 165 SRI S-S	E23840	162	124	21	<b>2.0 CDTi 165 Elite</b>	E27635	163	139	19	1.4 TSI 150 GT ACT DSG	E25265	148	110	15
1.8 VTI-I Excel Hybrid	E22890	134	91	7						2.0 CDTi 165 SRI auto	E24870	162	154	21	2.0 CDTi 195 Biturbo SRI S-S	E27740	192	149	19	2.0 TDI 220 GTI	E27235	217	139	29
1.4 D-40 Active	E16295	99	99	10						2.0 CDTi 195 Biturbo S-S	E25220	192	134	21	2.0 CDTi 195 Biturbo SE S-S	E27785	192	149	19	1.6 TDI 105 S	E20455	103	99	12
1.4 D-40 Icon	E18995	99	103	10						<b>ASTRA GTC 3dr coupé</b> Good looking three-door hatch with the dynamics to match <b>★★★★★</b>	E21270	118	159	16	2.0 CDTi 195 Biturbo Elite S-S	E29285	192	149	19	1.6 TDI 105 Match	E21390	103	99	13
1.4 D-40 Sport	E19695	99	103	10						1.4 TSI 160 Sport auto	E21270	118	159	16	<b>MOKKA 5dr hatch</b> Compact and competent, but short on persuasive quality <b>★★★★★</b>	E16199	114	153	5	1.6 TDI 110 BlueMotion	E21670	103	85	15
1.4 D-40 Excel	E21495	99	103	10						1.4 TSI 160 SRI auto	E21270	118	159	16	1.6i 115 Tech Line S-S	E18264	114	153	6	2.0 TDI 150 Match	E22905	148	106	17
<b>AURIS TOURING 5dr estate</b> Nothing wrong, but not nothing exceptional. Good spec <b>★★★★★</b>										1.6 T200 Sport S-S	E21295	202	168	25	1.6i 115 SE S-S	E20764	114	153	7	2.0 TDI 184 GTD	E26670	181	109	26
1.33 VTI-I Active	E16045	99	127	7						1.6 T200 SRI S-S	E25250	202	168	25	1.4 TSI 2WD S-S	E16924	138	139	11	<b>GOLF 5dr estate</b> The complete package. Reassuringly expensive <b>★★★★★</b>				
1.33 VTI-I Icon	E18745	99	127	8						1.7 CDTi 110 eFLEX 109gSRI S-S	E23075	109	109	14	1.4 TSI 4x4 S-S	E18464	138	149	11	1.2 TSI 105 S	E19535	104	117	11
1.4 D-40 Active	E17395	99	109	10						1.7 CDTi 130 eFLEX SRI 109gS-S	E23675	129	109	17	1.4 TSI Exclusiv 2WD S-S	E18924	138	139	12	1.2 TSI 85 S	E18525	84	115	7
1.4 D-40 Excel	E22595	99	109	10						1.7 CDTi 130 eFLEX Sp. 109gS-S	E22445	129	109	17	1.4 TSI 85 S	E20624	138	139	12	1.2 TSI 105 S	E20295	121	124	14
1.4 D-40 Sport	E20795	99	109	10						2.0 CDTi 165 Sport auto	E24805	163	149	20	1.4 TSI 122 SE	E21244	138	139	13	1.2 TSI 122 SE	E21230	121	124	14
1.6 V-matic Icon	E19095	130	140	14						2.0 CDTi 165 SRI auto	E24705	163	149	20	1.4 TSI 140 GT	E23124	138	139	13	1.4 TSI 140 GT	E24545	138	121	15
1.6 V-matic Sport	E19805	130	143	14						1.4 TSI 160 SRI auto	E19055	118	139	13	1.6 TDI 105 S	E17949	129	120	12	1.6 TDI 105 S	E21150	103	102	12
1.8 VTI-I Icon Hybrid	E21745	134	85	7						1.4 TSI 160 SRI S-S	E19945	118	139	13	1.6 TDI 105 Match	E19949	129	120	12	1.6 TDI 105 S	E22085	103	102	11
1.8 V-matic Sport	E21350	130	143	14						1.4 TSI 160 SRI S-S	E20770	118	139	13	1.6 TDI 150 BlueMotion	E22449	129	120	12	1.6 TDI 150 S	E20345	89	102	10
1.8 VTI-I Excel Hybrid	E23990	134	85	7						2.0 T200 VR	E27315	216	189	35	2.0 TDI 150 GT	E22449	129	120	12	2.0 TDI 150 S	E23600	148	108	17
<b>PRIVUS 5dr hatch</b> Clever and appealing in its own right, not just as a hybrid <b>★★★★★</b>										1.7 CDTi 110 ecoFLEX Sport S-S	E20850	109	114	14	<b>GOLF SV 5dr mpv</b> M08 platform gives the Golf proper MPV proportions. Still no C-Max though <b>★★★★★</b>									
1.8 VTI-I T3	E21995	134	89	15						1.7 CDTi 110 eFLEX Sp. 109gS-S	E21845	109	114	14	2.1 16v 167 Exclusiv	E19835	161	206	20	1.2 TSI 85 S	E19075	84	114	9
1.8 VTI-I T4	E23745	134	92	15						1.7 CDTi 130 ecoFLEX Sport S-S	E21450	129	114	16	2.2 CDTi 163 Exclusiv S-S	E21065	161	167	25	1.2 TSI 105 S	E20085	108	117	14
1.8 VTI-I T Spirit	E25295	134	92	15						1.7 CDTi 130 ecoFLEX SRI S-S	E22680	129	114	16	2.2 CDTi 163 Exclusiv 4x4 S-S	E23485	161	177	25	1.4 TSI 125 S	E20845	121	125	16
1.8 VTI-I Plug-In	E33395	134	49	16						2.0 CDTi 163 SRI	E22000	163	127	20	2.2 CDTi 163 SE Nav 4x4 S-S	E26325	161	177	25	1.4 TSI 125 SE	E21780	121	125	14
<b>PRIVUS+ 5dr mpv</b> Expensive and ugly. Bigger though <b>★★★★★</b>										2.0 CDTi 163 SRI S-S	E22325	163	127	20	2.2 CDTi 163 Diamond S-S	E21865	161	177	25	1.4 TSI 150 GT	E20995	148	130	18
1.8 VTI-I Icon	E26145	178	96	11						2.0 CDTi 195 Biturbo S-S	E24220	192	129	29	2.2 CDTi 163 Diamond 4x4 S-S	E24285	161	177	25	1.6 TDI 90 S	E25985	89	101	11
1.8 VTI-I Excel	E29445	178	101	12						<b>CASCADA 2dr open</b> Comfortable and credible alternative to the usual roadsters <b>★★★★★</b>	E21255	99	119	10	2.2 CDTi 184 SE Nav 4x4 S-S	E27385	184	177	28	1.6 TDI 110 S	E21850	110	101	13
<b>RAV4 5dr 4x4</b> A solid option, but ultimately outgunned by Korean competition <b>★★★★★</b>										1.6 T200 200 Elite	E28350	202	168	24	<b>VXR8 4dr saloon</b> Still has old-school appeal. No longer cheap <b>★★★★★</b>	E54999	576	389	50	1.6 TDI 110 S	E22785	110	101	11
2.0 V-matic CVT Icon 4WD	E26000	150	167	29						1.6 T200 SE	E26250	202	168	24										
2.0 D-40 Active 2WD	E24995	124	127	26						1.4 TSI 140 SE S-S	E24030	138	148	20	2.0 CDTi 140 SRI Nav	E23654	138	149	19	1.6 TDI 150 SE	E24150	138	149	19
2.0 D-40 Icon 2WD	E26000	124	127	26						1.4 TSI 140 SE S-S	E26715	138	148	21	2.0 CDTi 140 SRI Nav	E24504	138	149	19	1.6 TDI 150 SE	E24150	138	149	19
2.0 D-40 Icon 4WD	E26695	124	127	27						1.6 TSI SIDI 170 SE Auto	E27130	168	168	24	2.0 CDTi 140 SRI Nav	E23284	138	149	19	1.6 TDI 150 SE	E24150	138	149	19
2.0 D-40 Invinible 2WD	E26695	124	127	27						1.6 TSI SIDI 170 SE Auto	E27130	168	168	24	2.0 CDTi 140 SRI Nav	E23284	138	149	19	1.6 TDI 150 SE	E24150	138	149	19
2.0 D-40 Invinible 4WD	E27700	124	127	26						2.0 CDTi 165 SRI S-S	E26115	163	138	23	2.0 CDTi 140 SRI Nav	E23284	138	149	19	1.6 TDI 150 SE	E24150	138	149	19
2.2 D-40 Icon 4WD	E26800	148	149	29						2.0 CDTi 165 SRI S-S	E28215	163	138	23	2.0 CDTi 140 SRI Nav	E23284	138	149	19	1.6 TDI 150 SE	E24150	138	149	19
2.2 D-40 Invinible 4WD	E28500	148	149	29						2.0 CDTi 195 Biturbo Elite S-S	E27000	192	138	27	2.0 CDTi 140 SRI Nav	E23284	138	149	19	1.6 TDI 150 SE	E24150	138	149	19
<b>AVENSIS 4dr saloon</b> Nothing wrong, but nothing exceptional. Good spec <b>★★★★★</b>										<b>AMPERA 5dr hatch</b> There's a 75mpg on offer if you can make the asking price <b>★★★★★</b>	E33750	149	27	20	2.0 CDTi 140 SRI Nav	E23284	138	149	19	1.6 TDI 150 SE	E24150	138	149	19
1.8 V-matic Active	E17700	145	152	17						16Wh Positiv	E33750	149	27	20	2.0 CDTi 140 SRI Nav	E23284	138	149	19	1.6 TDI 150 SE	E24150	138	149	19
1.8 V-matic Icon	E20300	145	152	18						<b>INiGHIA Electron</b> <b>E33495</b> 149 27 21	E33495	149	27	21	2.0 CDTi 140 SRI Nav	E23284	138	149	19	1.6 TDI 150 SE	E24150	138	149	19
1.8 V-matic Icon+	E23250	145	152	18						<b>INSIGNIA 5dr hatch</b> Nearly as good as a Mondeo. Inert steering <b>★★★★★</b>	E33495	149	27	21	2.0 CDTi 140 SRI Nav	E23284	138	149	19	1.6 TDI 150 SE	E24150	138	149	19
2.0 D-40 Active	E18695	124	119	22						1.4 TSI 140 SE S-S	E20099	138	123	15	2.0 CDTi 140 SRI Nav	E23284	138	149	19	1.6 TDI 150 SE	E24150	138	149	19
2.0 D-40 Icon+	E21295	124	119	22						1.6i VVT 170 Elite Nav	E23934	168	139	20	2.0 CDTi 140 SRI Nav	E23284	138	149	19	1.6 TDI 150 SE	E24150	138	149	19</



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>PASSAT 5dr estate</b> Supremely well-executed family-sized saloon	★★★★★			
1.6 TDI 120 GT	£26835	118	110	13
1.6 TDI 120 S	£23745	118	107	15
1.6 TDI 120 SE	£24840	118	107	12
1.6 TDI 120 SE Business	£25540	118	107	12
2.0 TDI 150 GT	£27960	148	110	19
2.0 TDI 150 R-Line	£28955	148	110	19
2.0 TDI 150 S	£24870	148	107	21
2.0 TDI 150 SE	£25965	148	107	19
2.0 TDI 150 SE Business	£26665	148	107	19
2.0 TDI 190 GT	£29310	187	109	22
2.0 TDI 190 R-Line	£30305	187	109	23
2.0 TDI 240 BITDI SCR GT	£36040	237	140	28
2.0 TDI 240 BITDI SCR R-Line	£37035	237	140	28
<b>PHAEON 4dr saloon</b> Big VW feels old now, and struggles to justify its price	★★★★★			
3.0 V6 TDI 240 SWB	£55055	236	224	45
3.0 V6 TDI 240 LWB	£57615	236	224	45
<b>TOURAN 5dr mpv</b> Good chassis but little inspiration. Bland appearance	★★★★★			
2.0 TDI 177 Sport	£28350	177	150	24
1.2 TSI 105 S	£19790	104	149	12
1.4 TSI 140 SE	£23600	138	159	18
1.6 TDI 105 Blue Tech S	£21600	104	121	14
1.6 TDI 105 BlueTech SE	£23705	104	121	14
2.0 TDI 140 Blue Tech SE	£25470	138	127	19
2.0 TDI 140 BlueTech Sp.	£26930	138	127	19
<b>SHARAN 5dr mpv</b> Refined, flexible big MPV. Seat version is cheaper	★★★★★			
2.0 TDI 177 SE	£30555	177	152	23
2.0 TDI 177 SEL	£33455	177	152	23
1.4 TSI 150 S	£25320	148	167	16
1.4 TSI 150 SE	£27630	148	167	16
2.0 TSI 200 SEL DSG	£33775	197	198	25
2.0 TDI 115 S	£25890	113	146	14
2.0 TDI 140 S	£26640	138	146	18
2.0 TDI 140 SE	£28950	138	146	18
2.0 TDI 140 SEL	£31850	138	146	18
2.0 TDI 140 Exec	£32100	138	146	18
<b>TIGUAN 5dr 4x4</b> Dull but capable soft roadster. Pricey, but good ride and handling	★★★★★			
1.4 TSI 160 BMT Match 2WD	£23955	158	156	21
1.4 TSI 160 Match 4WD	£25645	158	178	21
2.0 TDI 140 BMT Match 2WD	£25150	138	138	18
2.0 TDI 140 BMT Match 4WD	£26920	138	150	19
2.0 TDI 177 BMT Match 4WD	£27925	175	151	23
2.0 TSI 180 Match 4WD	£26485	178	198	24
1.4 TSI 160 Blue Tech S	£21960	158	156	18
1.4 TSI 160 S 4WD	£23650	158	178	18
2.0 TSI 210 R-Line 4WD	£29180	208	199	22
2.0 TDI 110 BMT S 2WD	£22605	109	138	14
2.0 TDI 140 BMT S 2WD	£23155	138	138	17
2.0 TDI 140 BMT S 4WD	£24925	138	150	17
2.0 TDI 140 BMT Escape 4WD	£27610	138	150	18
2.0 TDI 177 BMT R-Line 4WD	£28750	138	150	18
2.0 TDI 177 BMT R-Line 4WD	£29755	175	151	23
<b>TOUAREG 5dr 4x4</b> Good value, and a great blend of comfort and deftness	★★★★★			
3.0 V6 TDI 204 SE	£43415	204	173	39
3.0 V6 TDI 204 R-Line	£46415	204	173	40
3.0 V6 TDI 262 SE	£45215	258	174	42
3.0 V6 TDI 262 R-Line	£48215	258	174	42
3.0 V6 TDI 262 Escape	£45415	258	180	42
<b>CARAVELLE 5dr mpv</b> Rugged workhorse to carry people	★★★★★			
2.0 TDI 140 SE SWB	£35658	138	189	26
2.0 TDI 140 SE 4Mot. SWB	£38484	138	206	26
2.0 TDI 140 SE LWB	£37818	138	189	26
2.0 TDI 140 Exec SWB	£38478	138	189	26
2.0 TDI 140 Exec. 4Mot. SWB	£41304	138	206	26
2.0 BITDI 180 SE SWB	£37698	177	192	31
2.0 BITDI 180 SE 4M SWB	£40524	177	208	32
2.0 BITDI 180 SE LWB	£39858	177	192	31
2.0 BITDI 180 Exec SWB	£40518	177	192	31
2.0 BITDI 180 Exec DSG	£42414	177	199	31
2.0 BITDI 180 Business SWB DSG	£67944	177	214	31
2.0 BITDI 180 Bus. 4Mot. SWB DSG	£70845	177	232	31
2.0 BITDI 180 Ex. 4M SWB	£43344	177	208	32
<b>VOLVO</b>				
<b>V40 5dr hatch</b> New hatchback adds Swedish flavour to stock Ford platform	★★★★★			
1.6 T2 120 ES	£18995	118	124	19
1.6 T2 120 ES Nav	£20195	118	124	19
1.6 T2 120 SE	£20520	118	124	19
1.6 T2 120 SE Nav	£21720	118	124	19
1.6 T2 120 SE Lux Nav	£23720	118	124	20
1.6 T2 120 R-Design	£22195	118	124	19
1.6 T2 120 R-Design Nav	£22495	118	124	19
1.6 T2 120 R-Design Lux Nav	£24170	118	124	21
1.6 T3 150 ES	£20945	148	124	20
1.6 T3 150 ES Nav	£22145	148	124	21
1.6 T3 150 SE	£22470	148	124	21
1.6 T3 150 SE Nav	£23670	148	124	21
1.6 T3 150 SE Lux Nav	£25670	148	124	22
1.6 T3 150 R-Design	£23245	148	124	20
1.6 T3 150 R-Design Nav	£24445	148	124	21
1.6 T3 150 R-Design Lux Nav	£26120	148	124	22
1.6 T4 180 SE Lux Nav	£27170	177	129	26
1.6 T4 180 R-Design Lux Nav	£27620	177	129	26
2.0 D3 SE Nav S-S	£28170	177	129	24
2.0 D4 R-Design Lux Nav S-S	£31900	251	189	35
2.5 T5 254 C-Ctry Lux Nav AWD	£34140	251	194	30
1.6 D2 115 ES	£20795	113	88	17
1.6 D2 115 ES Nav	£21995	113	88	17
1.6 D2 115 SE	£22320	113	88	17
1.6 D2 115 SE Nav	£23520	113	88	17
1.6 D2 115 SE Lux	£24320	113	88	18
1.6 D2 115 SE Lux Nav	£25520	113	88	18
1.6 D2 115 R-Design	£23095	113	88	17
1.6 D2 115 R-Design Nav	£24295	113	88	17
1.6 D2 115 R-Design Lux	£24770	113	88	18
1.6 D2 115 R-Design Lux Nav	£25970	113	88	18
1.6 D2 115 C-Country SE	£23320	113	99	16
1.6 D2 115 C-Country SE Nav	£24520	113	99	16
1.6 D2 115 C-Country Lux	£25320	113	99	17
1.6 D2 115 C-Country Lux Nav	£26520	113	99	17
2.0 D3 150 SE	£23570	148	114	22
2.0 D3 150 SE Nav	£24770	148	114	22
2.0 D3 150 SE Lux Nav	£26770	148	114	23
2.0 D3 150 R-Design	£24345	148	114	21
2.0 D3 150 R-Design Nav	£25545	148	114	22
2.0 D3 150 R-Design Lux	£27220	148	114	23
2.0 D3 150 C-Country SE	£24570	148	117	21
2.0 D3 150 C-Country SE Nav	£25770	148	117	21
2.0 D3 150 C-Country Lux Nav	£27770	148	117	22
2.0 D4 190 SE	£25770	187	99	26
2.0 D4 190 SE Nav	£27770	187	99	26
2.0 D4 190 SE Lux Nav	£29770	187	99	27
2.0 D4 190 R-Design	£25345	187	99	25
2.0 D4 190 R-Design Nav	£26545	187	99	25
2.0 D4 190 R-Design Lux Nav	£28220	187	99	26
2.0 D4 190 C-Country SE	£26770	187	112	24
2.0 D4 190 C-Country Lux Nav	£28770	187	112	24
<b>S60 4dr saloon</b> T6 is rapid, all-weather sports car, if a niche choice	★★★★★			
1.6 D2 R-Design Lux Nav S-S	£31745	113	103	20
1.6 D2 R-Design Lux S-S	£30545	113	103	20
1.6 D2 R-Design Nav S-S	£29245	113	103	19
1.6 D2 R-Design S-S	£28045	113	103	18
1.6 D2 SE Lux Nav S-S	£30045	113	103	19
1.6 D2 SE Lux S-S	£28845	113	103	19
1.6 D2 SE Nav S-S	£27745	113	103	18
1.6 D2 SE Lux Nav S-S	£26545	113	103	18
1.6 D3 R-Design Nav S-S	£28375	148	135	23
1.6 T3 SE Nav S-S	£26875	148	135	23
2.0 D3 R-Design Lux Nav S-S	£32395	134	114	25
2.0 D3 R-Design Lux S-S	£31195	134	114	25
2.0 D3 R-Design Nav S-S	£29895	134	114	24
2.0 D3 SE Lux Nav S-S	£30695	134	114	24
2.0 D3 SE Nav S-S	£28395	134	114	23
2.0 D4 R-Design Lux Nav S-S	£33645	178	99	29
2.0 D4 R-Design Lux S-S	£32445	178	99	29
2.0 D4 R-Design Nav S-S	£31145	178	99	28
2.0 D4 R-Design S-S	£29945	178	99	28
2.0 D4 SE Lux Nav S-S	£31945	178	99	29
2.0 D4 SE Lux S-S	£30745	178	99	29
2.0 D4 SE Nav S-S	£29645	178	99	28
2.0 D4 SE Lux Nav S-S	£28445	178	99	27
2.0 D5 R-Design Lux Nav S-S	£35395	212	119	31
2.0 D5 R-Design Nav S-S	£32895	212	119	30
2.0 D5 SE Lux Nav S-S	£33695	212	119	30
2.0 D5 SE Lux S-S	£32075	148	135	21
1.6 T3 R-Design S-S	£27175	148	135	23
1.6 D2 SE Lux S-S auto	£21545	113	103	17
1.6 D2 SE Nav S-S auto	£22195	134	114	22
2.0 D3 SE Nav S-S	£27195	134	114	23
2.0 D4 SE Nav S-S	£29495	134	114	24
2.0 D5 SE Nav S-S	£28695	134	114	23
2.0 D3 R-Design S-S	£23445	178	99	26
<b>V60 5dr estate</b> Appealing cabin, nice looks and smooth drive. Too small	★★★★★			
1.6 D2 R-Design Lux Nav S-S	£33045	113	108	20
1.6 D2 R-Design Lux S-S	£31845	113	108	19
1.6 D2 R-Design Nav S-S	£30445	113	108	18
1.6 D2 R-Design S-S	£29245	113	108	18
1.6 D2 SE Lux Nav S-S	£31345	113	108	19
1.6 D2 SE Lux S-S	£30145	113	108	19
1.6 D2 SE Nav S-S	£28945	113	108	18
1.6 D2 SE Lux Nav S-S	£27745	113	108	17
1.6 D2 SE Lux S-S	£26545	113	108	17
1.6 D2 SE Nav S-S	£25345	113	108	16
1.6 T3 R-Design Nav S-S	£28220	187	99	26
2.0 D3 R-Design Lux Nav S-S	£31745	113	103	20
2.0 D3 R-Design Lux S-S	£30545	113	103	20
2.0 D3 R-Design Nav S-S	£29245	113	103	19
2.0 D3 R-Design S-S	£28045	113	103	18
2.0 D3 SE Lux Nav S-S	£30045	113	103	19
2.0 D3 SE Lux S-S	£28845	113	103	19
2.0 D3 SE Nav S-S	£27745	113	103	18
2.0 D3 SE Lux Nav S-S	£26545	113	103	18
2.0 D3 R-Design Nav S-S	£28375	148	135	23
2.0 D3 SE Nav S-S	£26875	148	135	23
2.0 D3 R-Design Lux Nav S-S	£32395	134	114	25
2.0 D3 R-Design Lux S-S	£31195	134	114	25
2.0 D3 R-Design Nav S-S	£29895	134	114	24
2.0 D3 SE Lux Nav S-S	£30695	134	114	25
2.0 D3 SE Nav S-S	£28395	134	114	23
2.0 D4 R-Design Lux Nav S-S	£33645	178	99	29
2.0 D4 R-Design Lux S-S	£32445	178	99	29
2.0 D4 R-Design Nav S-S	£31145	178	99	28
2.0 D4 R-Design S-S	£29945	178	99	28
2.0 D4 SE Lux Nav S-S	£31945	178	99	29
2.0 D4 SE Lux S-S	£30745	178	99	29
2.0 D4 SE Nav S-S	£29645	178	99	28
2.0 D4 SE Lux Nav S-S	£28445	178	99	27
2.0 D5 R-Design Lux Nav S-S	£35395	212	119	31
2.0 D5 R-Design Nav S-S	£32895	212	119	30
2.0 D5 SE Lux Nav S-S	£33695	212	119	30
2.0 D5 SE Lux S-S	£32075	148	135	21
1.6 T3 R-Design S-S	£27175	148	135	23
1.6 D2 SE Lux S-S auto	£21545	113	103	17
1.6 D2 SE Nav S-S auto	£22195	134	114	22
2.0 D3 SE Nav S-S	£27195	134	114	23
2.0 D4 SE Nav S-S	£29495	134	114	24
2.0 D5 SE Nav S-S	£28695	134	114	23
2.0 D3 R-Design S-S	£23445	178	99	26
<b>XC60 5dr 4x4</b> Lovely, usable and attractive interior. A worthy Freeland rival	★★★★★			
3.0 T6 R-Design Lux Nav AWD	£43720	300	249	37
2.0 D4 SE S-S	£31260	178	117	28
2.0 D4 SE Nav S-S	£32460	178	117	28
2.0 D4 SE Lux S-S	£33960	178	117	29
2.0 D4 SE Lux Nav S-S	£35160	178	117	29
2.0 D4 R-Design S-S	£32535	178	117	28
2.0 D4 R-Design Nav S-S	£33735	178	117	28
2.0 D4 R-Design Lux S-S	£35160	178	117	29
2.0 D4 R-Design Lux Nav S-S	£36305	178	117	29
2.0 D4 SE AWD S-S	£33790	178	139	28
2.0 D4 SE Nav AWD S-S	£33990	178	139	29
2.0 D4 SE Lux				





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## ROAD TEST RESULTS

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/turning	Weight (kg)	TEST DATE
<b>LOTUS</b>												
ELISE 2dr roadster ★★★★★	127	6.7	21.1	7.1	14.3	2.9	134	118	24.7	39/42	900	26.5.10
EVORA 2dr coupé ★★★★★	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	26.8.09
Evora S 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
EXIGES 2dr coupé ★★★★★	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13

<b>MASERATI</b>												
GRANTURISMO 2dr coupé ★★★★★	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08
GRANCABRIO 2dr open ★★★★★	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
4.7 V8	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
Ghibli 4dr saloon ★★★★★	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14

<b>MAZDA</b>												
2.5dr hatch ★★★★★	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
1.5 Sky-V-G SE	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
2.2 SE-L	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
5.5dr MPV ★★★★★	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
1.6D Sport	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
2.2 Sport Nav	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
CX-5 5dr hatch ★★★★★	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12
2.2 Sport Nav	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12
MX-5 2dr convertible ★★★★★	130	7.1	20.8	7.2	11.1	2.8	158	139	23.3	24/35	1086	3.1.06

<b>MCLAREN</b>												
650S 2dr coupé/roadster ★★★★★	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
3.8 V8 Spider	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
P1 2dr coupé ★★★★★	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	7.5.14

<b>MERCEDES-AMG</b>												
C63 4dr saloon ★★★★★	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15

MERCEDES-BENZ												
A-CLASS 5dr hatch	★★★★★											
A200 CDI Sport	130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.11.12
A45 AMG	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	14.8.13
B-CLASS 5dr MPV	★★★★★											
B200 CDI Sport	130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.2.12
C-CLASS 4dr	★★★★★											
C63 AMG Black 186	4.0	9.2	3.3	7.5	2.66	510	457	37.2	15/25	1775	5.9.12	
NEW C-CLASS 4dr	★★★★★											
C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
CLA 4dr coupé	★★★★★											
220 CDI Sport	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13
SLK 2dr cc	★★★★★											
SLK 200	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41	1485	27.7.11
E-CLASS 4dr saloon/5dr estate/2dr convertible	★★★★★											
E250 CDI auto	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09
E350 CDI estate/149	6.9	19.2	6.9	*4.0	2.9	228	398	38.9	29/36	1995	17.2.10	
E250 CGI cab	155	7.4	19.6	7.5	4.5	2.4	201	229	30.0	26/36	1745	14.4.10
CLS 4dr coupé/5dr estate	★★★★★											
350 BlueEff.	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11
350 CDI S/Brake 155	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980	9.1.13	
S-CLASS 4dr saloon/2dr coupé	★★★★★											
S350 Bluetec	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13
S63 AMG coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
GLA 5dr 4x4	★★★★★											
220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
M-CLASS 5dr 4x4	★★★★★											
ML250	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
GL 5dr 4x4	★★★★★											
GL350 AMG Spt	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13
SL 2dr convertible	★★★★★											
SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12
SL63 AMG	155	4.6	10.4	3.8	8.7	2.5	518	465	34.3	17/21	2000	7.5.08
SL65 Black	200	4.2	8.5	3.0	6.0	2.5	661	737	37.4	16/22	1880	8.4.09

<b>MG</b>												
3.5dr hatch ★★★★★	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
1.5 3Form Spt	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
6.5dr hatch ★★★★★	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11

<b>MINI</b>												
MINI 3dr hatch ★★★★★	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
Cooper S	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
JCW GP	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45	1160	20.2.13
COUNTRYMAN 5dr hatch ★★★★★	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
Cooper D All4	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
COUPE 2dr coupé ★★★★★	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
JCW	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
ROADSTER 2dr convertible ★★★★★	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12
Cooper S	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12

<b>MITSUBISHI</b>												
ASX 5dr hatch ★★★★★	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
1.8 DiD 3	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
OUTLANDER 5dr 4x4 ★★★★★	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
2.2 DiD GX5	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
PAHEV GX4s	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38	1810	16.4.14

<b>MORGAN</b>												
PLUS 8 2dr convertible ★★★★★	-	4.9	11.0	4.0	8.3	3.2	390	370	36.0	24/32	1230	22.8.12
4.8 V8	-	4.9	11.0	4.0	8.3	3.2	390	370	36.0	24/32	1230	22.8.12
3 WHEELER 2dr convertible ★★★★★	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12

<b>NISSAN</b>												
MICRA 5dr hatch ★★★★★	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53	1002	19.1.11
1.2 Tekna	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53	1002	19.1.11

<b>NOTE 5dr hatch ★★★★★</b>												
1.2 Acenta Prm	106	12.6	-	13.4	20.3	2.9	79	81	21.8	42/54	1036	9.10.13
PULSAR 5dr hatch ★★★★★	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57	1307	12.11.14
1.5 dCi n-tec	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57	1307	12.11.14
JUNE 5dr hatch ★★★★★	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10
Acenta 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13
Nismo 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13
Nismo RS	137	7.5	18.7	6.0	9.0	3.2	215	207	23.9	34/35	1341	11.3.15

<b>LEAF 5dr hatch ★★★★★</b>												
Leaf	91	10.9	-	11.4	7.3	2.8	107	207	8.76	320Wh/m	1545	27.411
<b>QASHQAI 5dr hatch ★★★★★</b>												
1.5 dCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.214
<b>X-TRAIL 5dr hatch ★★★★★</b>												
1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.814
<b>370Z 2dr coupé ★★★★★</b>												
370Z	155	5.4	12.8	4.7	9.9	2.4	326	270	30.5	26/34	1508	29.709
<b>GT-R 2dr coupé ★★★★★</b>												
Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.509





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# ***WHAT A DIFFERENCE A PLATE MAKES!***



## ***BEAUTY, THE PLATE & THE TECHNOLOGY BEHIND IT...***

**FOURDOT DESIGNER PLATES** are a new company revolutionising the number plate industry. Not only are they forcing you to look at number plates in a different light but are making it enjoyable to create your own plates!

The number plates are the only area on a car which the manufacturer has no control over. All the amazing car designs are compromised by gaudy yellow and white pieces of plastic which are often hap-hazardly fixed to the car.

Here we find out about the technology Fourdot use to combat this problem and minimise the yellow and white to allow you to express yourself, be it colourful, vibrant, subtle, conservative or classic.





## **DIGITAL 3D SCANNING**

**The first step in creating a designer number plate is the digital 3D scanning.**

First Fourdot white light scan the vehicle to create 3D technical models. These models allow them to work to an unprecedented level of accuracy when designing the perfect shaped number plate for the vehicle. The profile and contour of each plate can be digitally plotted to ensure the perfect fit for each make and model of vehicle.

The 3D scanning can be done on-site, at a customer's premises or manufacturer's showroom or at Fourdot's London offices.

The finished plate designs are added to the powerful online PlateCreator™ along with 3D visual images in the colours of the vehicle to enable you to preview the design on an image resembling your actual model.

## **DIGITAL PERSONALISATION**

**Once the number plate shape and style has been designed, the design team set to work to create collections of backgrounds and graphics to then put on your plate.**

The finished backgrounds and icon designs are added to the online PlateCreator™ and made available to everyone.

Each background design is created in high resolution so that it can be enlarged and reduced which offers unlimited options to every customer, ensuring that no two plates are ever the same.

Each plate is printed in high-resolution, to customer order, using a state-of-the-art UV printer.

## **LASER TECHNOLOGY**

**An end-to-end British design and manufacturing facility utilising the very latest precision laser technology.**

Once a number plate has been ordered the digital files are sent directly to the factory for print and fabrication. Each number plate travels through our immaculate factory environment, where it is checked at every stage by both machine and by hand to ensure the very best in quality control.

Every Fourdot Designer Number Plate uses custom, high-grade materials and exclusive processes. The precision laser cutting gives a glass-like ClearEdge™ to every number plate resulting in a level of detail, print quality and finishing, unlike anything else on the market.

**ALL OF THIS COMBINES TO CREATE  
'THE WORLD'S FINEST NUMBER PLATES'**

- 100% road legal to BS AU145d
- 100% customisable
- Laser polished with Clear Edge® framing

**FOURDOTDESIGNERPLATES.CO.UK**  
**020 8387 1515**





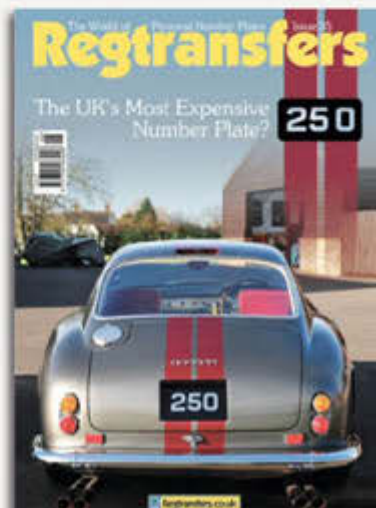


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Number Plates Dealer**

# YOUR INITIALS

<b>I EJO</b> £29,995	AAD 1	I BKN	DJV 1	ERJ 4	I FNA	9 GRG	I HMT	9 KAD	KY 11	LRS 7	I NFH	2 PFR	I RKR	2 SNH	UDS 1	I WDF
<b>I NWF</b> £29,995	1 ABF	I BLF	I DMA	I ERK	I FNC	6 GSJ	4 HPM	KBB 1	KYO 1	LSA 5	I NFN	1 PFR	I RKR	SNS 4	I VAD	I WDF
<b>9 BCB</b> £8,995	1 AEF	AEF 6	1 DMV	2 ERW	I FNF	8 GSK	HPP 1	I KBC	I LAT	I LSG	I NFP	1 PFR	I RLF	I SRK	I VAF	I WDR
<b>I GUJ</b> £29,995	5 AEG	6 BMO	5 DNB	6 ESH	I FNG	I GUD	HPS 2	I KBD	I LBT	I LSO	I NGJ	PHG 7	I RMY	I SRR	I VAP	I WEC
<b>9 EJD</b> £7,995	7 AEJ	6 BRS	9 DSE	1 ESO	FOR 1	I GVG	HR 74	I KCN	7 LCL	LSR 1	NGM 1	PHR 1	I RNC	STK 5	I VAW	I WEP
<b>VMT 1</b> £39,995	5 AEK	90 BT	6 DSN	2 ESU	I FPN	GWD 1	I HRT	5 KCP	4 LCE	I LUJ	I NGN	6 PHS	I RNF	SWT 9	I VBG	I WFH
<b>31 KV</b> £6,995	9 AEM	I BTC	8 DTL	1 ETL	FRP 1	I GWF	I HSO	I KCW	8 LCL	I LUT	I NHD	1 PKF	I RNG	I SYU	I VBS	I WFR
<b>I WCP</b> £29,995	6 AEP	I BVM	DVS 7	1 ETW	I FRK	I GYG	HSW 5	I KDO	3 LDJ	I LVB	I NHF	4 PKM	I RNJ	TAA 3	I VCH	I WGE
<b>7 CGL</b> £6,995	1 AER	I BWG	9 EAA	1 ETV	I FSW	I HBC	I HWS	5 KDP	LVS 1	I LNH	I PLA	6 PLD	6 RPP	I TBN	I VCI	I WGP
<b>I FWB</b> £39,995	AF 9	7 CBG	4 EAD	1 EVG	I FUD	HBH 1	4 JBE	KEC 1	I LEP	9 MBB	I NJD	6 PLD	6 RPP	I TBN	I VCM	WH 79
<b>NML 7</b> £6,995	1 AFD	6 CCA	1 EAJ	1 EVR	I FVR	I HBR	7 JBK	I KEK	I LFE	I MBG	I NLE	2 PLJ	RRD 4	I TCF	I VDD	I WJA
<b>TWP 1</b> £49,995	1 AFL	I CCF	4 EAL	1 EWL	I FVS	I HCD	3 JBM	I KFA	I LFN	7 MCJ	I NLP	9 PLP	I RRT	5 TCG	I VDS	I WJT
<b>LSL 4</b> £6,995	1 AFR	CCJ 2	1 EBN	2 EWM	I FWF	8 HCR	7 JCN	I KFG	I LFP	MEA 1	NLZ 1	6 PLS	RSE 6	I TCK	I VEJ	I WLP
<b>NSH 7</b> £8,995	9 AHH	I CFF	1 ECD	1 EYC	I FWJ	I HCT	5 JCT	KFT 1	4 LGD	I MFA	NML 7	1 PNL	RSX 1	I TCT	I VEM	I WNC
<b>I JYK</b> £24,995	1 AHV	4 CFP	5 ECL	6 FAD	5 GAE	I HGF	I JCU	89 KG	I LGF	MFF 1	5 NMM	1 PNP	I RTJ	4 TDG	I VEW	I WNH
<b>3 EJM</b> £8,995	ALK 1	7 CGL	1 EDK	I FBH	I GAJ	I HDN	JDT 1	KGM 9	LGL 1	MFL 9	4 NMR	6 PSA	RTM 1	TDS 6	I VFC	I WNS
	1 AOC	8 CHB	2 EDW	I FBK	I GBA	HDP 1	8 JFD	I KGO	3 LGP	MFO 1	8 NMS	79 PT	I RUJ	3 TDW	I VFN	I WOJ
	AOO 1	6 CHD	1 EEB	FBN 1	I GBA	HDR 1	I JFO	I KGS	I LGR	MFP 4	NNF 1	PTD 1	I RVT	I TFG	I VGP	I WPA
	8 APN	CHG 1	1 EEF	I FBW	9 GBS	HDS 6	JG 1	I KGT	I LHM	8 MGD	I NOG	PTK 1	6 RWT	TPF 1	I VIV	I WPS
	9 ASJ	I CKK	1 EFA	I FBW	2 GCA	HEH 1	I JGN	I KHR	I LHP	I MGE	I NOP	I PUA	I RYF	I TFT	I VJC	I WRH
	1 ATT	I CKM	1 EFC	FEH 8	I GCK	HEK 1	JGS 1	I KHS	I LHR	I MHC	NRJ 1	I PWP	8 SBD	I TGE	I VJF	I WRJ
	1 ATW	I CKS	1 EFO	8 FCM	9 GCS	I HEX	I JHG	86 KJ	I LJR	2 MJY	NRM 1	I PYL	8 SBD	I THF	I VJW	I WRM
	6 AVR	3 CLD	9 EFW	I FCO	3 GDD	HFL 1	9 JHS	I KJL	I LJV	MLF 1	NSH 7	4 RBC	I SBW	THW 1	I VLL	I WSK
	AVS 1	I CNA	EH 1	5 FCS	75 GE	I HFT	I JHY	KJL 7	3 LKC	MP 1	I NVA	6 RCA	6 SCE	I THY	I VLM	I WUG
	AYC 1	I CNF	1 EHD	I FCT	I GEY	59 HG	I JKB	I KUY	I LKF	I MPN	I NWA	3 RCJ	2 SCN	TJJ 1	I VMC	I WVM
	I BBA	I CNL	1 EHF	I FDD	99 GF	HGA 1	I JKV	I KKE	LLG 8	MSE 1	NGW 5	5 RCR	I SCY	85 TJ	I VML	I WWD
	I BBR	8 CPR	1 EHG	I FEJ	I GFE	I HGP	5 JLE	5 KKK	LLS 1	5 MTP	I NXN	RDG 1	SDP 1	TKA 1	I VOB	I WWJ
	I BBW	CRV 1	1 EHP	I FEO	I GFN	I HGR	7 JNA	84 KL	I LMG	9 MTR	OEK 1	7 RDJ	SEK 4	I TKC	I VPF	I WWT
	9 BCB	I CSF	62 EJ	I FET	3 GFF	I HHD	I JNH	2 KLA	I LNL	I MVH	OFW 1	I RDY	I SFE	TKN 1	I VRG	I YAW
	9 BDB	CSJ 9	EJE 1	I FEX	9 GFT	I HHF	JNL 1	I KLD	I LNP	I MVS	I OMS	I RES	I SFF	TKS 3	I VRH	I YBF
	4 BDF	CTK 1	3 EJJ	I FFJ	I GHG	I HHG	6 JNS	4 KJL	I LOD	I MWG	I PBH	I RFF	I SFH	TLE 1	I VSC	I YCA
	I BEF	I CVR	EJS 1	I FFJ	I GKE	I HHP	9 JPN	KMS 1	I LPA	4 MWJ	4 PBR	RFV	SFJ 1	3 TLG	I VSG	I YEB
	BFF 1	I CWT	1 EKW	I FHF	I GKV	HHS 1	6 JRN	I KMW	I LPL	4 NCM	I PCJ	3 RGG	SFO 1	I TNA	42 WA	YEC 1
	I BFH	9 DBW	ELW 1	I FHL	6 GLJ	I HHT	JT 99	9 KPM	9 LPR	4 NCT	6 PDK	I RGO	SFT 3	I TNC	7 WAF	YEF 1
	I BFN	8 DCN	1 EMT	70 FJ	I GMY	I HJE	I JTK	I KPJ	9 LPS	4 NDG	4 PEC	4 RGP	I SGS	TOS 1	I WBK	I YLL
	6 BHM	2 DEJ	1 ENB	FJO 1	I GNA	6 HJG	I JUW	I KRH	LPW 1	I NDG	2 PEF	9 RHC	5 SHD	2 TRD	WCC 5	I YMV
	6 BHS	5 DFP	1 ENC	I JFP	I GNF	I HJW	I JVE	I KSO	2 LRG	5 NDP	I PES	I RHP	8 SJE	TSF 1	I WCJ	YOP 1
	8 BJN	7 DHD	1 ENH	FKC 1	I GNJ	HLB 1	I JVK	I KTH	3 LRJ	NDG 6	I PEX	I RJD	I SJS	TSN 1	I WCP	YOR 1
	BJT 1	4 DHG	67 EP	I FKK	I GNT	HLG 1	I JWW	I KTP	I LRM	NEC 1	I PFJ	I RJO	I SKU	TTK 1	I WCW	I YSB
	I BJY	I DHN	1 EPP	I FLE	6 GPA	I HMH	43 JY	I KUF	I LRN	I NEU	I PFN	4 RKC	I SKW	TTM 1	I WDC	YSW 1
	I BKJ	I DHV	1 ERC	I FMY	I GPV	HMO 1	I JYB	7 KWC								



# NAMES AND WORDS

<b>JEI4 NNE</b> <i>Jeanne</i>	100 YD	100 Yards	CHE 573R	Chester	GHA 571Y	Ghastly	LOV 481E	Lovable	N474 LLE	Natalie	SHO 273R	Shorter
<b>S724 NGE</b> <i>Strange</i>	ABIO DUN	Abiodun	CLA 216E	Clarice	GHA 241A	Ghazala	LUM 313Y	Lovely	N397 UNE	Neptune	SMA 113Y	Smalley
<b>B27 SON</b> <i>Bryson</i>	AB24 HAM	Abraham	C134 NER	Cleaner	GHO 571Y	Ghoshly	LUM 503N	Lumsden	NES 817T	Nesbitt	SOR 231L	Sorrell
<b>GAM 813S</b> <i>Gambles</i>	AB54 LOM	Abalsom	C134 VER	Cleaver	GII HAM	Gilliam	LYN 377E	Lynette	N377 LES	Nettles	SOW 328Y	Sowerby
<b>POL 142D</b> <i>Pollard</i>	ACK 207D	Acroyd	C107 HES	Clothes	G133 SON	Gleeson	M461 EOD	Macleod	NEW 801D	Newbold	SPA 880W	Sparrow
<b>WAS 31L</b> <i>Wassell</i>	A14 WAY	Allaway	COL 142D	Collard	GOU 214Y	Gourlay	MAD 313Y	Madeley	NEW 802N	Newborn	SPD 773R	Spotter
<b>MER 237T</b> <i>Merrett</i>	ALL 606K	Allcock	COM 905E	Compton	G234 VES	Greaves	M490 WAN	Magowan	NEW 902T	Newport	S741 NER	Stainer
<b>CAII DLE</b> <i>Candle</i>	A19 ORT	Allport	COR 137T	Corlett	G233 NER	Greener	M412 EAD	Mairead	N188 LER	Nibbler	S741 NES	Staines
<b>BAR 245S</b> <i>Barrass</i>	AMB 233N	Ambleton	COS1 UME	Costume	G236 ORY	Gregory	MAJ 311A	Majella	N181 ETT	Niblett	S742 LEY	Starley
<b>NOR 24H</b> <i>Norah</i>	AMB 205E	Ambleton	COU 173R	Coulter	G236 SON	Gregson	MAJ 357Y	Majesty	N131 SEN	Nielsen	S733 PLE	Steeple
<b>A126 YLE</b> <i>Argyle</i>	AND 223J	Andzej	COU 170N	Coulton	GR13 VES	Grievess	MAI NDA	Malinda	NRD 832T	Norbert	ST12 RUP	Stirrup
<b>P4 CEY</b> <i>Pacey</i>	ANN 184L	Annibal	C200 KES	Crookes	H466 ARD	Haggard	MAI ABY	Mallaby	OLD 207D	Oldroyd	STO 221E	Storrie
<b>FAL 660N</b> <i>Falcon</i>	ANT 111Y	Anthony	CRO5 HAW	Croshaw	H411 ATT	Hallatt	MAI ARD	Mallard	ONF 112E	On Fire	S724 KER	Straker
<b>THA 41N</b> <i>Thain</i>	AS51 NEL	Arsenal	CRU 570N	Croston	HAL 137T	Hallatt	MAI 137T	Mallett	ORM 320D	Ormerod	S724 NGE	Strange
<b>HAM 13T</b> <i>Hamlet</i>	AS78 URY	Astbury	CRU 311A	Cruella	H411 OWS	Hallows	MAI ORY	Mallory	OVE 270N	Overton	SU54 NNA	Susanna
<b>S742 LEY</b> <i>Starley</i>	ATH 137E	Athlete	C275 TAL	Crustall	H415 ALL	Hallsall	M810 NEY	Maloney	P411 ETT	Pallett	TAG 642T	Taggart
<b>HAW 13Y</b> <i>Hawley</i>	AUS 721A	Austria	CUS 742D	Custard	H421 AND	Harland	MAR 417N	Maralyn	P422 OTT	Parrott	TAI BOY	Tallboy
<b>ALB 32T</b> <i>Albert</i>	BAG 607T	Baggott	DAR 246H	Darragh	H422 OLD	Harrold	MAR 632Y	Margery	PAR 513Y	Parsley	TAI EST	Tallest
<b>I LKA</b> <i>Ilka</i>	BAL 103Y	Ballogh	DAR 231L	Darrell	HAS 541L	Hassall	MAR 623T	Margaret	PAT 216A	Patrice	T422 ANT	Tarrant
<b>OHA 64N</b> <i>Ohagan</i>	BAP 715E	Baptiste	D422 OCH	Darroch	H476 HER	Hatcher	M421 ANA	Mariana	PAT 216E	Patrice	TAS 133M	Tasleem
<b>RRO 5S</b> <i>Ross</i>	B428 OUR	Barbour	D425 HAN	Darshan	HAY 606K	Haycock	MAR 117N	Marilyn	PAU 150N	Paulson	T324 NCE	Terance
<b>ABB 333Y</b> <i>Abbey</i>	B428 OUR	Barbour	D342 DEN	Dearden	H347 HER	Heather	M421 AND	Marland	P346 OCK	Peacock	T323 NCE	Terence
<b>61 NN</b> <i>Ginn</i>	BAR 713Y	Bartley	DE12 DRE	Deirdre	HE64 RTY	Hegarty	M421 ENA	Marlena	P342 SON	Pearson	T235 E	Therese
<b>COT 73R</b> <i>Cotter</i>	BAR 724M	Bartram	DE10 RES	Delores	HEM 513Y	Hemley	M421 ENE	Marlene	PEI1 ETS	Pellets	THO 213Y	Thorley
<b>LEV 17T</b> <i>Levitt</i>	BAS 537T	Bassett	DEN 158N	Denison	HER 832T	Herbert	MAR 503N	Marsden	PEN 417Y	Penalty	THU 210W	Thurlow
	BAT 733N	Bateson	DER 216K	Derrick	HEW 137T	Hewlett	M427 ANN	Maryann	PEN 205E	Penrose	T132 NAN	Tiernan
	BAY 134F	Beale	D351 REE	Desiree	H176 HEN	Hitchen	MAS 546E	Massage	PER 312A	Pereira	T18 URY	Tilbury
	B345 LEY	Beasley	D051 ROY	Destroy	HOL 647E	Holgate	MA55 EUR	Masseur	PER 207T	Perrott	TOU 150N	Toulson
	B387 LES	Beates	D0G 637T	Doggett	H012 OYD	Holroyd	M457 ERS	Masters	P16 FAC	Pig Face	T241 NER	Trainer
	B316 HER	Belcher	D0H 327Y	Doherty	HOP 600D	Hopgood	M478 URY	Maybury	P166 OTT	Piggott	T247 NOR	Traynor
	BER 724M	Bertram	D011 OPS	Dollops	HOR 513Y	Horsley	MAY 606K	Maycock	P176 HER	Pitcher	T234 NOR	Treanor
	B355 ANT	Bessant	D055 ETT	Dossert	H051 ERY	Hosiery	MAY 570N	Mayston	POI1 AND	Pollard	TUL 106H	Tulloch
	BE55 ELL	Bessell	DOW 537T	Dowsett	HOU 513Y	Housley	M641 EER	McAlear	POL 142D	Pollard	T722 ELL	Tyrrrell
	BLO 473R	Bloater	DUN 574N	Dunstan	HUL 832T	Hulbert	MCA 201E	McArdle	POL 117T	Pollitt	UG11 EST	Ugliest
	BLO 663R	Blogger	DUN 570N	Dunstan	HUI1 AND	Hulland	M647 EER	McAteer	POL 106K	Pollock	VAL 321A	Valeria
	B00 606K	Bocock	DUN 570N	Dunstan	HU61 LER	Hustler	MCB 210E	McBride	POU 173R	Poulter	VAL 321E	Valerie
	B055 LEY	Bossley	EAS1 JCT	Easyjet	JAN 377E	Janette	MCC 134N	McClean	PRA 713Y	Pratley	VAR 137Y	Variety
	BOS 706K	Bostock	EGE 270N	Egerton	J063 LYN	Jocelyn	MCE 120Y	McElroy	PRO 832T	Probert	VA55 ELL	Vassell
	B055 WEL	Boswell	EUS 746E	Eustace	JUR 617A	Jurgita	MCG 422Y	McGarry	P206 TER	Proctor	VOL 746E	Voltage
	BOW 473R	Bowater	EUS 235T	Everest	JUS 716E	Justice	MCG3 OWN	McGeown	P205 SER	Prosser	WAK 311N	Wakelin
	BRA 213R	Brazier	EVE 237T	Everett	K415 OOM	Kalsom	M661 NTY	McGinty	PUG 513Y	Pugsley	W410 RON	Waldron
	B215 TOL	Bristol	EVE 250N	Everson	K342 NEY	Kearney	MCG1 ONE	McGlone	PUT 706K	Puttock	WALL LET	Wallett
	B217 TEN	Britten	EYE 841L	Eyeball	K311 ETT	Kellett	M661 YNN	McGlynn	R438 URN	Raeburn	W410 ELL	Walpole
	B206 DEN	Broddgen	EYE 841L	Eyeball	KEI1 OCK	Kellock	M660 WAN	McGowan	RAM 503N	Ramsden	W423 HAM	Wareham
	B200 KER	Brooker	FAI1 ACY	Fallacy	KEI1 OCK	Kellock	M662 ADY	McGrady	RAT 724Y	Ratray	W341 THY	Wealthy
	BR05 TER	Broster	FAI1 OWS	Fallows	KEM 950N	Kempson	MCG 202Y	McGrory	R342 DON	Reardon	W333 WEE	Wee Wee
	BRU 153R	Bruiser	F488 ELL	Farrell	KE55 ELL	Kessell	MCL 823N	McLaren	REP 366A	Rebecca	W318 URN	Welburn
	BUD 613S	Budgies	F488 ELL	Farrell	K357 REL	Kestrel	M340 OWS	Meadows	REP 711E	Reptile	W318 URN	Welburn
	BUI1 ARD	Bullard	F488 ELL	Farrell	K125 TEN	Kirsten	M311 ORS	Mellors	RHO4 DES	Rhodes	WEI1 AND	Welland
	BUI1 OCH	Bulloch	F488 ELL	Farrell	K176 HEN	Kitchen	MEI2 OSE	Melrose	R164 RDO	Ricardo	WEN 106K	Wenlock
	BUN 130Y	Bun Boy	F488 ELL	Farrell	K215 HAN	Krishan	MER 237T	Merritt	R102 DAN	Riordan	WE57 ALL	Westall
	BUR 231L	Burrell	F488 ELL	Farrell	K215 HAN	Krystal	MER 217T	Merritt	RDR 632S	Rodgers	WE5 732N	Westerton
	BUR 130Y	Bun Boy	FEL 161A	Felicia	K275 TAL	Lambert	M355 AGE	Message	ROS 411E	Rosalie	W357 LEY	Westley
	BUR 231L	Burrell	FEL 161A	Felicia	K275 TAL	Lambert	M355 AGE	Message	ROS 411E	Rosalie	W357 LEY	Westley
	BUS55 ELL	Bussell	F131 DEN	Fielden	LAM 832T	Lambert	MET 641F	Metcalfe	RO54 NNA	Rosanna	WHA 113Y	Whalley
	BUS51 ARD	Bustard	F131 DER	Fielder	LAM 870N	Langton	MET 216K	Meynick	ROS 377A	Rosetta	WHA 270N	Wharton
	BYF 13ID	Byfield	FOG 427Y	Fogarty	L421 SSA	Larissa	MII1 ONK	Million	RY5 242D	Ryszard	WHA 713Y	Whittle
	BYW 473R	Bywater	FRI1 GHT	Freight	L471 MER	Latimer	MOD 357Y	Modesty	S411 UEL	Samuels	WHE 313R	Wheeler
	C411 ARD	Carill	F216 KER	Fricker	L471 MER	Laverty	MOR 370N	Moreton	S426 ENT	Sargent	W135 LAW	Wieslaw
	CAR 155E	Carisse </td <td>GAM 813S</td> <td>Gambles</td> <td>L424 RUS</td> <td>Lazarus</td> <td>MOR 215H</td> <td>Morish</td> <td>SAV 310Y</td> <td>Savely</td> <td>W00 164R</td> <td>Woolgar</td>	GAM 813S	Gambles	L424 RUS	Lazarus	MOR 215H	Morish	SAV 310Y	Savely	W00 164R	Woolgar
	CAR 135S	Carless	G428 ETT	Garbett	L423 NBY	Lazenby	MO53 LEY	Moseley	SCA 813T	Scarlet	W005 NAN	Woosnam
	C421 TON	Carlton	G421 AND	Garland	L309 ARD	Leopard	MOT 724M	Mottram	S621 VEN	Scriven	W00 770N	Wootton
	C421 YLE	Carlyle	GAR 242D	Garrard	LE55 ELS	Lessels	MUL 623W	Mulgrew	S311 ERS	Sellers	WOR 513Y	Worsley
	C422 OLL	Carroll	G422 ATT	Garratt	LET17 IA	Letitia	MUS 164L	Musical	SEL 116K	Sellick	WOR 713Y	Wortley
	C474 LAN	Catalan	G422 ETT	Garrett	L371 AND	Leyland	MU51 ELL	Mussell	SH4 423R	Shearer	WOT 464R	Wotack
	C313 STE	Celeste	G473 NBY	Gatenby	LON 613Y	Longley	MUS 742D	Mustard	SHE 233N	Shereen	W216 LEY	Wright
	CHA 771N	Chattin	GER 242D	Gerrard	LON 377A	Loretta	NAN 377E	Nanette	SHE 221E	Sherrie	YEL1 OWS	Yellow







# NE NUMBERS.co.uk

## 01289 30 99 30

Please ring Graham or Maxine for all your enquiries – Buying and Selling!

<b>A</b>	DEL 55S	£1,495
A13 BEY	£24,950	
A13 EYS	£3,600	
N18 AJK	£450	
AC08 ALY	£550	
E8 AMV	£1,995	
43 AS	£13,500	
84 AS	£12,500	
2000 AS	£6,900	
AS 1789	£3,395	
C8 ASC	£650	
<b>B</b>		
BRI3 ARA	£1,995	
OG12 BEN	£495	
TOP 83T	£2,750	
BF 6084	£800	
222 BG	£3,495	
56 BJ	£3,995	
9 BM	£29,950	
8735 BMW	£735	
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DARREN MOSS

Rear View Mirror: tales from our archive

# 500 miles in a Dino 246GT

## 13 May 1971



**B**etween 1961 and 1971, just four Ferraris were road tested by Autocar. For several of those years, Enzo Ferrari, Il Commendatore at Maranello, expressly forbade his dealers and distributors from lending cars out to the press.

Such a supreme performance car was deemed to be above that sort of thing. We still drove them, of course, through back-door sources or from customers eager to let us share their new plaything.

Then in 1970, half out of the blue, came an invitation from Maranello Concessionaires in Egham to come and drive the entire current Ferrari range. To say we were impressed was an understatement...

The stand-out car on that day was the little mid-engined Dino 246GT, so a subsequent opportunity to spend a whole weekend in the car was not about to be passed up.

Geoffrey Howard, the lucky scribe, managed to squeeze 500 miles of driving into his two days with the Ferrari and he was effusive in his praise.

"It is a hard thing," wrote Howard, "to describe the exact feeling of anticipation

**'Few competitors can match its nimbleness, precision and looks, and even fewer are such an exhilarating, exuberant thrill to drive'**

one goes through when approaching a car like this for the first time.

"The shape alone is beautiful to the point of being probably the greatest thing that Pininfarina ever did."

The Dino was powered by a 2.4-litre V6 engine developing 195bhp, with its engine producing "a completely unique musical note" from the off. Howard reported that the car pulled cleanly to its peak revs, taking him to 140mph, only 5mph short of the car's official 145mph top speed.

At 1219kg, Howard noted, the Dino seemed to be a relatively heavy car. "It is more than you expect," he wrote

"until you realise that the body is steel and the car is nearly 4260mm long and 1701mm wide.

"For a sports car, the ride on the Dino is excellent. Huge wheel arches allow sufficient suspension movement for quite soft but well damped absorption over bumps," reported Howard, noting that he "more or less" stuck to the 70mph speed limit during his trip.

The Dino returned just under 19mpg during its time in our hands, "with maximum revs in use a lot of the time".

Howard concluded by saying: "It is very hard to fault a car of this calibre, "like one who can rarely see the failings in the woman one loves.

"Few of its competitors can match its nimbleness, precision and looks, and even fewer are such an exhilarating and exuberant thrill to drive."

Only 488 cars were officially imported to the UK. At the time, the Dino cost £5486, with electric windows an £83 optional extra. Howard reckoned that this represented "extremely good value in the 'exoticar' class". These days, a Dino 246GT can cost in the region of £320,000.

Got an opinion? Email us at [autocar@haymarket.com](mailto:autocar@haymarket.com)





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\*\* 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)

\* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.





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Official fuel consumption for the SEAT Leon in mpg (litres per 100km); urban 32.1 (8.8) – 72.4 (3.9); extra-urban 51.4 (5.5) – 88.3 (3.2); combined 42.2 (6.7) – 83.1 (3.4). CO<sub>2</sub> emissions 156 – 89 g/km.

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